



**Couvillion Group, LLC**  
**MC 20 Hydrocarbon Pump-Off #17 Results Report**

**Document #: Couv-MC20-O&M-RPT-DOC-00045**

**7/12/2020**

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Revision	Date	By	Check	Approve	Remarks
0	7/12/2020	REDACTED			Initial Document

## **Summary:**

Couvillion Group's Rapid Response Collection System initiated its seventeenth collection cycle on 5/15/2020 and completed the cycle on 6/18/2020 resulting in a collection duration of 34.2 days. Using the OSV Brandon Bordelon the collected hydrocarbon fluid that was recovered from the subsea oil containment vessels was taken to the Couvillion Dock in Venice, Louisiana. Vessel to Dockside Transfer commenced on 6/21/2020, with 956.3 bbl of hydrocarbon fluids transferred to onshore frac tanks 1-3 according to NRC frac tank strapping.

On the morning of 7/8/2020 Couvillion Group confirmed the initial measurement of 956.3 bbl of hydrocarbon that remained in tanks 1-3 via strap measurements. After a confirmation measurement was recorded, the decanting process began. From frac tanks 1-3, a total of 26.0 bbl of water was decanted and sent to the residual tank for further separation. A gross total of 854.8 bbl of fluids according to NRC strapping measurements was sent to Acadiana oil using tank trucks from frac tanks 1-3. After temperature and BS&W deductions a net total of 834.4 bbl of oil was transferred from tanks 1-3 in the Venice Yard to the Acadiana Oil Company in Berwick, Louisiana. After frac tank 1-3 processing was completed a total of 63.3 bbl of residuals were transferred from frac tanks 1-3 to the residual tank. Total fluid reconciliation for frac tanks 1-3 was -1.3%.

## **Procedures Followed:**

Couvillion Group and the associated companies participating in the collection and transportation of hydrocarbon fluids from the MC-20 site to the Acadiana Oil Company site have compiled a set of procedures that are followed throughout the process. The MC20 Response Disposal Plan documentation pertaining to custody transfer and hydrocarbon fluids measurements for this report are in Appendix I. Appendix II includes the NRC waste handling documentation.

## **Execution:**

### **Offshore Collection of Hydrocarbon Fluids at MC 20 Site:**

The Brandon Bordelon OSV moved in place on location at MC20 on 6/18/2020 at 1220 hrs. An as-found ROV survey was conducted prior to commencement of pump off operations. To begin pump off operations ROV's were launched and thereafter the hydraulic subsea pump and hoses were over boarded. The inlet hose to the hydraulic subsea pump was connected to the offload outlet on the subsea oil storage containers. At 2255 on 6/18/2020 the Alpha and Bravo tank inlets were closed for pumping operations, signifying the end of pumpoff 17 collection. Pumping commenced at 1420 hrs on 6/19/2020 and ended at 0645 on 6/20/2020. Fluids were sampled on the vessel every 20 minutes for field analysis to determine the estimated oil to water ratios until water breakthrough occurred and collection operations were then stopped. **A total of 970.1 bbl of hydrocarbon fluid was collected according to the tank strap measurement taken offshore.** Upon pump off completion the hoses and pump were surfaced and flushed with saltwater that was sent to a filtration system for treatment and over boarding.

### **Vessel to Dockside Transfer**

The Brandon Bordelon arrived at the Couvillion Dock in Venice, Louisiana on 6/21/2020. On the afternoon of 6/21/2020 hoses were run from the tanks on the vessel through a diaphragm pump which was on a Couvillion provided barge and then run to 500 bbl frac tanks onshore. The pump-off process was begun and continued until all MPT tanks aboard the OSV Brandon Bordelon were empty. Tankermen from Team Services verified that the MPT tanks onboard the vessel were emptied and then an NRC representative strapped the dockside frac tanks to determine **the total quantity transferred which was 956.3 bbl.** With dockside transfer complete, the fluid was allowed to settle out water from the oil before transfer of the oil from the frac tanks to

tank trucks. On 7/8/2020, 26.0 bbl of water that had separated from the oil in the frac tanks was sent to a vac truck for disposal at Evergreen ERR in Belle Chasse, La.

### **Dockside Frac Tanks to Truck Transfers**

On the morning of 7/9/2020 at 06:00 hrs the first round of frac tanks to tank truck transfers commenced. A hose was attached to the frac tank and ran through a diaphragm pump into a tank truck. Pumping commenced and the first truck received 149.1 bbl of hydrocarbon fluids. The second tank truck received 148.8 bbl and the third and final truck of the day received 149.2 bbl. The second day of frac tank to tank truck transfers began on 7/10/2020 at 06:00. The first truck was loaded with 150.7 bbl, the second truck was loaded with 137.1 bbl, and the third and final truck was loaded with 119.9 bbl. At this time an NRC Representative and a Couvillion Representative double checked all strap measurements in the trucks, and residual left in the frac tanks. All values were recorded in the appropriate forms in the MC-20 Response Disposal Plan (see report Appendix I). Trucks were then released and began transport to the Acadiana Oil Company site in Berwick, Louisiana.

### **Truck to Facility Transfer**

Upon arrival at the Acadiana Oil Company site each truck enters a loading bay. Before any fluids are transferred an Acadiana Oil Representative straps their tank for an initial measurement and then transfer of fluid begins. While the pump off is underway an Acadiana Oil Company Representative takes three fluid samples during the transfer process from the pump outlet from which hydrocarbon fluid is flowing. These samples are taken at the beginning of the transfer, mid-way through the transfer, and at the end of the transfer process. In other words when the tank truck volume is full, half-full and nearly empty. These readings are referred to as top, middle and bottom readings, respectively. These (3) samples are mixed together and then shaken vigorously to ensure a full mixture. The sample is then taken to their testing area where tests are run to determine: % BS&W content, temperature, and specific gravity. Temperature and specific gravity are recorded via the use of a hydrometer, while BS&W content is determined via the use of a centrifuge with a 50/50 mixture of the sample with mineral spirits. Once all sampling is completed and recorded (see copy in Appendix I) the Acadiana Oil Company Representative again straps their tank in order to obtain a post transfer level. The gross fluids that are recorded is determined by subtracting the initial pump off tank strap level from the post transfer tank strap level. This gross fluid value is corrected for temperature, specific gravity and BS&W content to determine the net oil value that is recorded. This process is repeated for each truck offload.

### **Summary Tally and Running Totals:**

The tables below show an oil tally, a total fluid reconciliation and a flow rate calculation. In total 956.3 bbl of hydrocarbon fluid was transferred from the Brandon Bordelon into an onshore frac tank. Tank trucks transported a gross total of 854.8 bbl to the Acadiana Oil Company, which netted out to a total of 834.4 bbl. From a total fluid reconciliation standpoint, measurements at different site locations were -1.3% for frac tanks 1-3. The calculated flow rate during the 34.2-day collection cycle offshore was 24.4 bbl/day or 1024.8 gallon/day. Since installation of the RRS in April 2019, Couvillion Group has collected on average of 25.5 bbl/day or 1071.0 gal/day. **As of the end of this pump off campaign 464,587.2 gallons of salvaged crude oil has been contained from the MC-20 site.**

# Oil Tally

Oil Tally	Date	Total Fluid Transfer by Cypress (bbl)	Total Fluid Frac Tank Strap by NRC (bbl)	%	Truck 1				Truck 2				Truck 3				Truck 4				Total Net	Running Total Net		
					Total Fluids to Acadiana NRC Frac Strap (bbl)	Total Fluid at Acadiana by strap (bbl)	%	Net Oil (bbl)	Total Fluids to Acadiana NRC Frac Strap (bbl)	Total Fluid at Acadiana by strap (bbl)	%	Net Oil (bbl)	Total Fluids to Acadiana NRC Frac Strap (bbl)	Total Fluid at Acadiana by strap (bbl)	%	Net Oil (bbl)	Total Fluids to Acadiana NRC Frac Strap (bbl)	Total Fluid at Acadiana by strap (bbl)	%	Net Oil (bbl)				
Pump Off #1	4/26/2019 5/6/2019	220.0	215.7	-2.0																	187.4	187.4		
Pump Off #2	5/3/2019 5/8/2019	246.3	223.5	-10.2	113.7	110.0	3.3	108.8	97.0	87.4	9.9	78.6									181.6	369.0		
Pump Off #3	5/13/2019 5/16/2019	335.0	331.2	-1.1	103.2	89.1	13.7	82.9	126.4	136.4	-7.9	132.1	108.5	99.5	8.3	80.7					295.7	664.8		
Pump Off #4	6/19/2019 6/20/2019 6/21/2019	901.7	905.5	0.4	139.4 137.7 48.5	145.8 136.2 47.1	-4.6 1.1 2.8	143.0 113.0 44.6	138.7 140.7	139.4 141.4	-0.5 -0.5	137.4 139.4	140.6	141.4	-0.6	134.2	144.1	141.4	1.9	138.4		850.0	1514.8	
Pump Off #5	7/31/2019 8/1/2019 8/2/2019	1200.2	1196.6	-0.3	139.2 139.1 99.8	138.3 145.7 112.9	0.6 -4.7 -13.1	133.7 135.1 111.0	142.7 140.7 101.1	150.0 138.4 105.6	-5.1 1.6 -4.5	146.5 131.9 104.2	146.0	142.0	2.7	81.3	138.0	142.0	-2.9	140.0		983.7	2498.5	
Pump Off #6	8/26/2019 8/27/2019	848.0	874.6	3.0	141.7 140.5	138.4 138.4	2.3 1.5	134.6 135.5	140.3 137.2	145.7 142.0	-3.8 -3.5	140.6 139.1	141.5 61.3	145.7 65.6	-3.0 -7.0	143.2 64.2						757.2	3255.7	
Pump Off #7	9/23/2019 9/24/2019	891.9	880.4	-1.3	138.0 144.4	134.7 142.0	2.4 1.7	132.4 139.1	144.3 143.7	151.8 138.4	-5.2 3.7	148.9 135.5	142.6 55.3	142.0 54.6	0.4 1.3	139.7 53.7						749.3	4005.0	
Pump off #8	10/21/2019 10/22/2019 10/23/2019	790.9	787.4	-0.4																				
Residual Tank	10/23/2019		205.1										125.4	125.7	-0.2	123.6						799.4	4804.4	
Pump off #9	11/11/2019 11/19/2019 11/20/2019	772.3	757.8	-1.9																				
Pump off #10	12/17/2019 12/18/2019	940.7	942.8	0.2	142.0 146.4	138.4 138.4	2.5 5.5	136.9 136.8	71.4 144.3	69.2 145.7	-3.1 -1.0	68.5 144.4	146.4 144.0	145.7 142.0	0.5 1.4	144.2 140.8		47.4	47.4	0.0	47.0	818.6	6282.1	
Pump off #11	1/9/2020 1/10/2020	697.7	691.0	-1.0	128.7 79.4	131.1 91.0	-1.9 -14.6	128.3 90.0	128.0 92.6	131.1 91.1	-2.4 1.6	129.3 90.0	129.8	131.1	-1.0	129.6								
Residual Tank	1/8/2020				141.9	142.0	-0.1	140.0														707.2	6989.3	
Pump off #12	2/12/2020 2/13/2020	725.4	722.5	-0.4	120.8 149.5	123.8 160.2	-2.5 -7	115.8 154	102.1 114.2	101.9 101.92	0.2 10.8	100.4 61.1	99.0	101.9	-2.9	97.5								
Residual Tank	2/17/2020				108.2	105.6	2.4	101.3														630.1	7619.4	
Pump off #13	3/11/2020 3/12/2020 3/13/2020	583.7	570.2	-2.4																				
Pumpoff #14	4/16/2020 4/17/2020	966.7	928.8	-4.1	147.2 144.9	146.5 146.5	0.5 -1.1	144.6 144.3	145.2 144.1	141.2 141.2	2.8 2.0	139.4 139.1	148.0 87.4	146.5 88.9	1.0 -1.7	143.7 87.3						798.4		
Residual Tank	4/14/2020				149.9	151.9	-1.3	132.3														132.3	9006.5	
Pump off #15	5/7/2020 5/8/2020	798.4	783.1	-1.9	150.3 147.2	145.8 149.4	3.0 -1.5	143.4 147.6	148.0 131.7	153.1 131.2	-3.4 0.4	149.4 128.6	145.2	142.1	2.1	138.7						707.7	9714.2	
Pump off #16	5/28/2020 5/29/2020	598.8	583.3	-2.7	142.1 138.0	140.3 138.5	1.3 -0.4	137.5 134.1	135.1	134.8	0.2	131.7	115.0	116.6	-1.4	109.7						513.0	10227.2	
Pumpoff #17	7/8/2020 7/9/2020 7/10/2020	970.1	956.3	1.4																				
					149.1 150.7	149.9 149.6	-0.5 0.7	146.8 146.6	148.8 137.1	145.5 138.0	2.2 -0.7	142.5 135.2	149.2 119.9	149.9 119.0	-0.5 0.8	146.8 116.5						834.4	11061.4	

# Total Fluid Reconciliation

	Date	Total Fluid Frac Tank Strap at Venice by NRC (bbl)	Water Decanted From Frac Tank Using Strap Measurement (bbl)	Truck 1	Truck 2	Truck 3	Truck 4	Residual left in Frac Tanks (bbl)	Total of Fluid From Trucks, Residual & Decant (bbl)	% Diff
				Total Fluids to Acadiana NRC Frac Strap (bbl)						
Pump Off #1	4/26/2019	215.7	0.0							
	5/6/2019			113.7	97.0	0.0	0.0	5.2	215.9	0.1
Pump Off #2	5/3/2019	223.5	15.6							
	5/8/2019			101.3	82.8	0.0	0.0	17.6	217.3	-2.8
Pump Off #3	5/13/2019	331.2	0.0							
	5/16/2019			103.2	126.4	108.5	0.0	16.2	354.3	-1.6
Pump Off #4	6/19/2019	905.5	32.5							
	6/20/2019			139.4	138.7	0.0	0.0		310.6	
	6/21/2019			137.7	140.7	140.6	144.1		563.1	
	PO4: Total			48.5	0.0	0.0	0.0	0.6	49.1	
									922.8	-1.8
Pump Off #5	7/31/2019	1196.6	96.3							
	8/1/2019			139.2	142.7				281.9	
	8/2/2019			139.1	140.7	146.0	138.0		563.8	
	PO5: Total			99.8	101.0			45.2	246.0	-0.7
									1188.0	
Pump Off #6	8/26/2019	874.6	56.8							
	8/27/2019		*	141.7	140.3	141.5			480.3	
	PO6: Total			140.5	137.2	61.3		57.9	396.9	
								*	877.2	0.3
Pump Off #7	9/23/2019	880.4	41.3							
	9/24/2019		*	138.0	144.3	142.6			466.2	
	PO7: Total			144.4	143.7	55.3		55.3	398.7	
								*	864.9	-1.8
Pump Off #8	10/21/2019	787.4	27.2							
	10/22/2019								27.2	
	10/23/2019			143.9	154.3	144.0			442.2	
				137.7	130.0				267.7	
Residual Tank	10/23/2019	205.1	53.5					66.4	245.3	
	PO8: Total								982.4	-1.0
Pump Off #9	11/19/2019		32.0							
	11/20/2019	757.8		142.3	143.8	145.3			463.4	
	PO9: Total			145.6	92.1			55.6	293.3	
									756.7	-0.1
Pump Off #10	12/17/2019	942.8	33.4							
	12/18/2019			142.0	71.4	146.4			393.2	
	PO10: Total			146.4	144.3	144.0	47.4	73.9	556.0	
									949.2	0.7
Pump Off #11	1/9/2020	691.0	39.2							
	1/10/2020			128.7	128.0	129.8			498.4	
				79.4	92.6				172.0	
Residual Tank	1/8/2020	307.0	81.5					121.7	345.1	
	PO11: Total			141.9					1015.5	1.8
Pumpoff #12	2/11/2020	722.5	49.1							
	2/12/2020		2.7						49.1	
	2/13/2020		3.9	120.8	102.1	99.0			324.6	
	PO12: Total			149.5	114.2			87.5	355.1	
								*	728.8	0.9
Residual tank	2/17/2020	265.8	93.6						201.8	
	2/18/2020		23.5	108.2				121.7	145.2	
	Resid Total								347	-1.8
Pumpoff #13	3/11/2020	570.2	39.6							
	3/12/2020		2.8						39.6	
	3/13/2020			114.5	138.3				255.6	
	PO13: Total			93.6	120.0			63.7	277.3	
									572.5	0.4
Pumpoff #14	4/15/2020	928.8	55.1							
	4/16/2020								55.1	
	4/17/2020			147.2	145.2	148			440.4	
	PO14: Total			144.9	144.1	87.4		65.4	441.8	
									937.3	0.9
Residual tank	4/13/2020	244.1	67.6						67.6	
	4/14/2020			149.9				26.6	176.5	
									244.1	0.0
Pumpoff #15	5/6/2020	783.1	18.3							
	5/7/2020		1.2						18.3	
	5/8/2020			150.3	148.0	145.2			444.7	
	PO15: Total			147.2	131.7			40.0	318.9	
									781.9	-0.2
Pumpoff #16	5/27/2020	583.3	25.3							
	5/28/2020								25.3	
	5/29/2020			142.1					142.1	
	PO16: Total			138.0	135.1	115.0		27.8	415.9	
									583.3	0.0
Residual tank	5/27/2020		67.2					153.6		
Pumpoff #17	7/8/2020	956.3	23.6							
	7/9/2020		2.4						23.6	
	7/10/2020			149.1	148.8	149.2			449.5	
	PO17: Total			150.7	137.1	119.9		63.3	471.0	
									944.1	-1.3

## Barrels of Oil Collected Daily

	Start Date	Start Time (hrs)	End Date	End Time (hrs)	Total Collection Duration (Days)	Net Oil Collected (bbl)	RRS Collection Rate Of Oil (bbl/day)	Collection Rate of Oil (gallon/day)
Collection Duration for 1st Trip	4/12/2019	0:00	4/23/2019	1:05	11.0	187.4	17.0	715.7 gallons/day
Collection Duration for 2nd Trip	4/23/2019	1:05	4/30/2019	21:09	7.9	181.6	23.0	965.6 gallons/day
Collection Duration for 3rd Trip	4/30/2019	21:09	5/12/2019	23:20	12.1	295.7	24.4	1,026.5 gallons/day
Collection Duration for 4th Trip	5/12/2019	23:20	6/13/2019	17:17	31.5	850.0	27.0	1132.3 gallons/day
Collection Duration for 5th Trip	6/13/2019	17:17	7/21/2019	1:40	37.4	983.7	26.3	1104.7 gallons/day
Collection Duration for 6th Trip	7/21/2019	1:40	8/18/2019	3:15	28.6	757.2	26.5	1112.0 gallons/day
Collection Duration for 7th Trip	8/18/2019	3:15	9/12/2019	22:30	25.8	749.2	29.0	1219.6 gallons/day
Collection Duration for 8th Trip	9/12/2019	22:30	10/9/2019	10:15	26.5	675.8	25.5	1071.1 gallons/day
Collection Duration for 9th Trip	10/9/2019	10:15	11/10/2019	1:05	31.6	659.1	20.8*	875.5 gallons/day
Collection Duration for 10th Trip	11/10/2019	1:05	12/6/2019	10:25	25.9	818.6	31.6*	1327.5 gallons/day
Collection Duration for 11th Trip	12/6/2019	10:25	12/31/2019	22:25	25.5	567.2	22.2	934.2 gallons/day
Collection Duration for 12th Trip	12/31/2019	22:25	1/30/2020	17:50	29.8	528.8	17.7	745.3 gallons/day
Collection Duration for 13th Trip	1/30/2020	17:50	3/2/2020	2:00	31.3	456.4	14.6	612.4 gallons/day
Collection Duration for 14th Trip	3/2/2020	2:00	4/2/2020	1:15	31	798.4	25.8	1081.7 gallons/day
Collection Duration for 15th Trip	4/2/2020	1:15	4/25/2020	15:45	23.1	707.7	30.6	1286.7 gallons/day
Collection Duration for 16th Trip	4/25/2020	15:45	5/15/2020	18:40	20.1	513.0	25.5	1071.0 gallons/day
Collection Duration for 17th Trip	5/15/2020	18:40	6/18/2020	22:55	34.2	834.4	24.4	1024.8 gallons/day

## Barrels of Oil Collected Per Day Since RRS Install

	Start Date	Start Time (hrs)	End Date	End Time (hrs)	Total Collection Duration (Days)	Net Oil Collected (bbl)	RRS Collection Rate Of Oil (bbl/day)	Collection Rate of Oil (gallon/day)
Average collection to date	4/12/2019	0:00	6/18/2020	22:55	434.0	11061.6	25.5	1071.0 gallons/day

## Totals from Pumpoff 1-17

	Bbl	Gal
Net Oil collected	11,061.60	464,587.2
Total Oily fluids collected in:	12,555.76	527,343.6

# Appendix 1

## MC20 Product Removal and Transportation with Completed Documentation



**Attachment A: Dockside Transfer – Transfer of Liquid and Crude Oil in Accordance with Maintenance**

Date: 6-21-20

Time Transfer Ended: 5:00pm

	Column A	Column B	Column C	Column D	Column E
	Residual Tank Volume From Prior Operation (bbl)	On Board the Vessel Tank Strap Measurement Prior to Start of Offloading (bbl)	Onshore Frac Tank Strap Measurement after Offloading (bbl)	Volume of Fluid (Column C-A) (bbl)	% Difference Column (D-B)/D * 100
Tank 1	0	Port - 439.2	331.4	331.4	
Tank 2	0	Starboard - 434.8	291.5	291.5	
Tank 3	0	Center - 96.1	333.4	333.4	
Total	0	970.1	956.3	956.3	-1.4%

Note: If the % Difference is greater than 3% please attempt to explain the difference: \_\_\_\_\_

Sign-off by:	USCG Rep	Signed Name:	<small>REDACTED</small>	Printed Name	<small>REDACTED</small>	Date:	<u>21 JUN 2020</u>
	Couvillion Rep	Signed Name:	<small>REDACTED</small>	Printed Name	<small>REDACTED</small>	Date:	<u>6-21-20</u>
	Cypress Rep	Signed Name:	<small>REDACTED</small>	Printed Name	<small>REDACTED</small>	Date:	<u>6/21/2020</u>
	NRC Rep	Signed Name:	<small>REDACTED</small>	Printed Name	<small>REDACTED</small>	Date:	<u>6/21/2020</u>

## Attachment B: Venice Shore Base On-Site Interim Tank Storage Measurements Before Offloading to Tank Trucks (Decanting of Water)

Date: 7-8-20 Time: 0800

Time Measurements begin after Vessel Offloading in hours: \_\_\_\_\_

	Column A	Column B	Column C	Column D
	Tank Strap from Offloading (Initially use Column C from Attach A and on subsequent decants use Column D from this form) bbl	Today's Interim Tank Strap Measurement bbl	Tank Strap Measurement after Decanting bbl	Oily Water Mixture Volume Column (B-C) bbl
Tank 1	331.4	331.4	321.8	9.6
Tank 2	291.5	291.5	286.0	5.5
Tank 3	333.4	333.4	324.9	8.5
Total	956.3	956.3	932.7	23.6

<b>Sign-off by: USCG Rep (optional)</b> Signed Name: _____	REDACTED	Printed Name	Date: <u>08 Jul 20</u>
Couvillion Rep Signed Name: _____	REDACTED	Printed Name	ate: <u>7/8/2020</u>
NRC Rep Signed Name: _____	REDACTED	Printed Name	Date: <u>7/8/2020</u>

## Attachment C: WASTE MANAGEMENT TRACKING FORM

### Oily Water Transportation and Net Crude Oil

Start Shipments Date: 7-9-2020

Manifest Number	Transporter	Truck Number	Date	Receiving Facility	Manifested Volume loaded from Venice Frac Tank into Truck (bbl from Strap)	Volume received by Buyer (bbl by Strap)	Net Crude Oil bbls (Acadiana Oil Ticket)
1	L+B	76296	7-9	AOC	149.1		
2	L+B	76206	7-9	AOC	148.8		
3	L+B	7641	7-9	AOC	149.2		
Total Volumes Shipped by Gallons (bbls)					447.1		

End of Shipments date: 7-9-20

Sign-off by: USCG Rep (Optional) Signed Name: \_\_\_\_\_, Printed Name: \_\_\_\_\_, Date: 9 JUL 2020

Couvillion Rep Signed Name: \_\_\_\_\_, Printed Name: \_\_\_\_\_, Date: 7-9-2020

NRC Rep Signed Name: \_\_\_\_\_, Printed Name: \_\_\_\_\_, Date: 7/9/2020

## Attachment C: WASTE MANAGEMENT TRACKING FORM

### Residual Frac Tank Bottoms

Date: 7-9-20

**Residual Volume left in Tanks**

	Strap Measurement after Trucks Loaded in each tank bbls
Tank 1	22.3
Tank 2	136.0
Tank 3	324.9

Sign-off by: USCG Rep (Optional) Signed Name:

Couvillion Rep Signed Name:

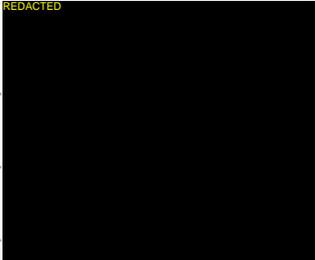
NRC Rep Signed Name:



Printed Name

Printed Name

Printed Name



Date:

Date:

Date:

9 JUL 2020

7-9-2020

7/9/2020

## Attachment C: WASTE MANAGEMENT TRACKING FORM

### Oily Water Transportation and Net Crude Oil

Start Shipments Date: 7-10-20

Manifest Number	Transporter	Truck Number	Date	Receiving Facility	Manifested Volume loaded from Venice Frac Tank into Truck (bbl from Strap)	Volume received by Buyer (bbl by Strap)	Net Crude Oil bbls (Acadiana Oil Ticket)
1	L+B	7628	7-10	AOC	150.7		
2	L+B	7508	7-10	AOC	137.1		
3	L+B	7570	7-10	AOC	119.9		
Total Volumes Shipped by Gallons/bbls					407.7		

End of Shipments date: 7-10-20

Sign-off by: USCG Rep (Optional) Signed Name:

Printed Name

ate: 10 JUL 2020

Couvillion Rep

Signed Name:

Printed Name

Date: 7-10-2020

NRC Rep

Signed Name:

Name

Date: 7/10/2020



## Attachment B: Venice Shore Base On-Site Interim Tank Storage Measurements Before Offloading to Tank Trucks (Decanting of Water)

Date: 7-9-20 Time: 0700

Time Measurements begin after Vessel Offloading in hours: \_\_\_\_\_

	Column A Tank Strap from Offloading (Initially use Column C from Attach A and on subsequent decants use Column D from this form) bbl	Column B Today's Interim Tank Strap Measurement bbl	Column C Tank Strap Measurement after Decanting bbl	Column D Oily Water Mixture Volume Column (B-C) bbl
Tank 1	9.6	321.8	320.2	1.6
Tank 2	5.5	286.0	285.2	0.8
Tank 3	8.5	324.9	324.9	0.0
Total	—	932.7	930.3	2.4

Sign-off by: USCG Rep (optional) Signed Name:	REDACTED	Printed Name:	REDACTED	Date: <u>9 JUL 20 20</u>
Couvillion Rep Signed Name:	REDACTED	Printed Name:	REDACTED	Date: <u>7-9-2020</u>
NRC Rep Signed Name:	REDACTED	Printed Name:	REDACTED	Date: <u>7/9/2020</u>

## Attachment C: WASTE MANAGEMENT TRACKING FORM Residual Frac Tank Bottoms

Date: 7-10-20

**Residual Volume left in Tanks**

	Strap Measurement after Trucks Loaded in each tank bbls
Tank 1	22.3
Tank 2	23.8
Tank 3	17.2

Sign-off by: USCG Rep (Optional) Signed Name:

Printed Name

Date: 10 JUL 2020

Couvillion Rep Signed Name

Printed Name

Date: 7-10-2020

NRC Rep Signed Name:

Printed Name

Date: 7/10/2020

# Appendix II

## NRC Waste Handling Documentation

**DECLARATION OF INSPECTION PRIOR TO BULK CARGO TRANSFER**

Date: 6-21-20	Location: Couvillion Venice, LA	Start Time	End Time
Facility/Vehicle Number:			
Vessel Name: Brandon Bordelon		1	5:00 pm
Vessel Official Number:		Vessel Capacity (Total) (bbls):	
Product Transferred: Crude oil		Est. Transfer Volume (bbls):	

**Note For Emergency Notification Discharge amounts (Gallons):**

Average most probable:  
 Maximum most probable:  
 Worst case discharge:

**The following list refers to requirements set forth in detail in 33 CFR 156.150 and 46 CFR 35.35-30.**

- The spaces on the left are to be reviewed by ALL PIC's involved in the transfer and checked in agreement.
- The right hand columns are to be initialed by the appropriate PIC and/or noted as not applicable with (N/A).
- Items on the list are provided to indicate that the detailed requirements have been met

<input checked="" type="checkbox"/>	TOPIC	PIC Delivering	PIC Receiving
	Verify PIC designation/qualification 33 CFR 154.710, 154.730, 154.740(b)	TS	TM
	Person In Charge (PIC): In Immediate Vicinity and Available	TS	TM
	Personnel: Capable/Unimpaired	TS	TM
	Name, title and location of each person participating in the transfer operation	TS	TM
	MC 20 Subsea Storage Offloading Operations & Maintenance Manual present with procedures and particulars of the transfer and receiving systems to be followed and verified with key personnel involved in these operations	TS	TM
	Watch and shift arrangements discussed	TS	TM
	Cargo is Authorized for transfer to or from tanks	T	TM
	Discuss if transfer will need to stopped to change tanks - supply or receiving facility	TS	TM
	Discuss transfer rates and max allowable to receiving facility	TS	TM
	(Facility/Vessel) properly vented (monitoring vacuum and positive tanks pressure)	T	TM
	Communications & No Language Barrier	TS	TM
	<b>§ Hoses and Connection - 33CFR 154.500</b>		
	Nonmetallic hoses usable for oil or hazardous material service	TS	TM
	Proper connections (must be one of the following):	T	TM
	Fusion 100 hammer union connections	TS	TM
	Quick-disconnect coupling present on suction side of pump	TS	TM
	Examine transfer hose markings or records.	T	TM
	Name of product handled; example "OIL SERVICE," or "HAZMAT SERVICE"	TS	TM
	<b>§ Examine Transfer Hose condition - 33CFR 156.170</b>		
	No unrepaired kinks, bulges, soft spots, loose covers, other defects	TS	TM
	No cuts, slashes, or gouges that penetrate the first layer of hose reinforcement	TS	TM
	No external/internal deterioration	TS	TM
	<b>§ Emergency shutdown - 33CFR 156.170</b>		
	<b>Test emergency shutdown - 33CFR 154.550</b> - who controls the emergency shutdown	T	TM
	Communication system continuously operated.	T	TM
	Verify operating properly (Electric, pneumatic, or mechanical link to facility; electronic voice)	TS	TM
	Record test info in physical information.	T	TM
	<b>§ Examine closure device - 33CFR 154.520</b>		
	Verify enough to blank off ends of each hose /loading arm not connected for transfer	T	TM
	<b>§ Inspect Small Discharge Containment - 33CFR 154.530</b>		
	Inspect handling area and verify capacity (not less than 5 gallons).	TS	TM

*Pre-Transfer Conference and Agreement (Continued)*

<input checked="" type="checkbox"/>	TOPIC	PIC Delivering	PIC Receiving
<b>§ Inspect discharge containment equipment for oil &amp; hazardous liquids - 33CFR 154.545</b>			
	Verify booming for oil or hazmat transfer (if required by COTP).	Y	Y
	Verify adequate amount of equipment and/or absorbent material for initial response	Y	Y
	Inspect condition of response equipment stored on facility (if applicable).	Y	Y
	Verify availability of at least 200 feet of containment boom onsite within 1 hour.	Y	Y
	Verify means of deployment.	Y	Y
<b>§ Means of Communication - 33 CFR 154.560</b>			
	Verify continuous two-way voice communication between vessel and facility PICs.	Y	Y
<b>Communications must meet the following requirements...</b>			
<b>Portable Radio:</b>			
	IF Flammable or Combustible Liquids	Y	Y
	1. Marked or documented as intrinsically safe.	Y	Y
	2. Certified as intrinsically safe by national testing labor certification organization.	Y	Y
<b>Voice</b>			
	1. Be audible.	Y	Y
	Test communications. SAT <input type="checkbox"/> UNSAT <input type="checkbox"/>	Y	Y
<b>§ Inspect lighting systems - 33 CFR 154.570</b>			
	Verify portable lighting for operations between sunrise and sunset (if applicable).	Y	Y
	At transfer operations work areas for facility and vessel	Y	Y
	At transfer connection points for facility and vessel	Y	Y
	Verify sufficient number or fire extinguishers.	Y	Y
	Verify protective equipment is ready to operate.	Y	Y
	Verify warning signs are adequate.	Y	Y
<b>§ VESSEL ONLY - 155.730 Compliance with VESSEL TRANSFER PROCEDURES §</b>			
	PIC for vessel/operator is required by §155.720 to have current transfer procedures	Y	Y
	Require vessel personnel to use the transfer procedures for each transfer operation	Y	Y
	Available for inspection by the COTP or OCMI whenever the vessel is in operation	Y	Y
	Legibly printed language(s) understood by personnel engaged in transfer operation	Y	Y
	Permanently posted or available and used by members of crew engaged in transfer operation	Y	Y
	Appropriate tank level monitoring (visual, gauging, indicators, etc.)	Y	Y
	Arrangements to monitor draft marks during transfer	Y	Y
	Transfer Piping Line diagram, location of each valve, pump, control device, vent, and overflow	Y	Y
	Shutoff valve location or isolation device separating bilge or ballast from the transfer system	Y	Y
	Adequate containment on the vessel at loading or discharge connection	Y	Y
	Drains, Scuppers and overboard discharges closed	Y	Y
	The number of persons required to be on duty during transfer operations;	Y	Y
	Procedures for emptying discharge containment system required by §§155.310 and 155.320	Y	Y
	Procedures for tending the vessel's moorings during the transfer of oil or hazardous material	Y	Y
	Procedures for emergency shutdown/communications required by §§155.780 and 155.785	Y	Y
	Procedures for topping off tanks	Y	Y
	Procedures ensuring all valves used during transfer are closed upon completion of transfer	Y	Y

*I do certify that I have personally inspected this facility or vessel with reference to the requirements aforementioned and that I have indicated that the regulations have been complied with if applicable.*

REDACTED

PIC DELIVERING - NAME

*Jhm*

TITLE

*6-21-20*

DATE

TIME

REDACTED

PIC RECEIVING - NAME

*Jhm*

TITLE

*6-21-20*

DATE

TIME

**TRANSFER COMPLETED:**

*956.3*

AMOUNT (GALLONS)

*6-21-20*

DATE

TIME

**DECLARATION OF INSPECTION**

<b>LOCATION &amp; NAME OF FACILITY</b> <i>Vevece, Inc. Covillion Dock</i>	<i>6/21/2020</i>
<b>NAME OF VESSEL</b> <i>M/V Brandon Boudelon</i>	<b>DATE TRANSFER OPERATIONS STARTS</b>

An oil transfer operation may not commence to or from a vessel unless the following requirements are met and agreed upon by the respective transferring and receiving persons in charge.  
Persons in charge indicate by a check (✓), in the appropriate spaces, that the specific requirement has been met.

VESSEL		FACILITY
<input checked="" type="checkbox"/> A.	The mooring lings are adequate for all anticipated conditions. ....	<i>IM</i>
<input checked="" type="checkbox"/> B.	Cargo hoses and/or loading arms are long enough for intended use. ....	<i>IM</i>
<input checked="" type="checkbox"/> C.	Cargo hoses are adequately supported to prevent undue strain on the couplings. ....	<i>IM</i>
<input checked="" type="checkbox"/> D.	The transfer system is properly lined up for discharging or receiving oil. (Additional checks shall be performed each time a valve is repositioned.) ....	<i>IM</i>
<input checked="" type="checkbox"/> E.	Each flange connection on the cargo system not being used during the transfer operation is blanked or shut off. ....	<i>IM</i>
<input type="checkbox"/> F.	The cargo hoses and/or loading arms are connected to the manifolds using gaskets and a bolt in every other hole, (minimum of 4 bolts). Exception: Tanks without fixed loading systems per waiver from the Captain of the Port. ....	<i>IM</i>
<input type="checkbox"/> G.	The overboard or sea suction valves are sealed or lashed in the closed position. ....	<i>IM</i>
<input type="checkbox"/> H.	Adequate spill containments have been provided for couplings. ....	<i>IM</i>
<input type="checkbox"/> I.	All scuppers or other overboard drains are closed or plugged. ....	<i>IM</i>
<input type="checkbox"/> J.	A communications system is provided between the facility and the vessel. ....	<i>IM</i>
<input type="checkbox"/> K.	Emergency shutdown system is available and operable. ....	<i>IM</i>
<input type="checkbox"/> L.	Communication procedures are established and understood between persons in charge. ....	<i>IM</i>
<input type="checkbox"/> M.	Qualified and designated personnel are in charge and on duty at the terminal and vessel control stations. ....	<i>IM</i>
<input type="checkbox"/> N.	One person at the vessel control station is present who fluently speaks the language of the terminal control station. ....	<i>IM</i>
<input type="checkbox"/> O.	The owner of the cargo hoses will insure test requirements have been met and that the hose has no loose covers, kinks, bulges, soft spots or gouges, cuts and slashes which penetrate the hose reinforcement and that hoses are marked for identification and test data is maintained in a test log. ....	<i>IM</i>
<input type="checkbox"/> P.	Adequate lighting of the vessel and terminal work areas and manifold areas is provided. ....	<i>IM</i>
<input type="checkbox"/> Q.	Persons in charge have held a conference to assure the mutual understanding of the following transfer operations:	
<input type="checkbox"/> 1.	Product identity to be transferred. ....	<i>IM</i>
<input type="checkbox"/> 2.	Sequence of transfer operation. ....	<i>IM</i>
<input type="checkbox"/> 3.	Transfer rate of flow. ....	<i>IM</i>
<input type="checkbox"/> 4.	Name or title and location of each person participating in the transfer operation. ....	<i>IM</i>
<input type="checkbox"/> 5.	Particulars of the transferring and receiving systems. ....	<i>IM</i>
<input type="checkbox"/> 6.	Starting, stripping, topping and shutdown have been discussed and understood. ....	<i>IM</i>
<input type="checkbox"/> 7.	Emergency procedures including notification, containment and cleanup of spills. ....	<i>IM</i>
<input type="checkbox"/> 8.	Watch and shift arrangements. ....	<i>IM</i>
<input type="checkbox"/> 9.	Notification before leaving stations. ....	<i>IM</i>

The following items are to be filled out by Vessel personnel only.

- 1. Warning signs and read warning signals (35.35-30).
- 2. Repair work authorization (35.35-30).
- 3. Boiler and galley fires safety (35.35-30).
- 4. Fires or open flames (35.35-30).
- 5. Safe smoking space (35.35-30).

I certify that I have read, understand and agree with the foregoing as marked and agree to begin/continue the transfer operation.

<b>PERSON IN CHARGE OF VESSEL</b>	Signature <i>[Redacted]</i>	<b>PERSON IN CHARGE OF FACILITY</b>	Signature <i>[Redacted]</i>
	Title <i>IMV</i>		Title <i>[Redacted]</i>
	Time _____ Date <i>6-21-20</i>		Time _____ Date <i>6-21-20</i>

The operator of each facility and the operator of each vessel shall retain a signed copy for at least a month.

	<b>SAFETY MANAGEMENT SYSTEM</b>	
Form 8.1.7	Site Specific Safety Plan Project Name: <u>MC20 Recovered Crude Oil Transfer</u>	Revision: 08/2019

**NRC PROJECT PERSONNEL AND EMERGENCY CONTACTS**

Shore side NRC Project Manager	REDACTED
Director of Marine Ops	REDACTED
Director of Operations	REDACTED
NRC HSEQ Manager	REDACTED
NRC HSEQ Director	REDACTED
Hospital / Medical Intervention	Plaquemines Medical Center – Port Sulfur, La (504) 564-3344

<b>Date:</b> <u>6/21/2020</u>	<b>Start Time:</b> <u>0600</u>	<b>Job Number:</b> <u>19-0192</u>
-------------------------------	--------------------------------	-----------------------------------

- Land Emergency Response  
 Marine Emergency Response  
 Land Service  
 Marine Service

**SITE DESCRIPTION / WORK SUMMARY**

The site is the Couvillion Dockside Facility located at 433 McDermott Rd., Venice, La.

NRC will facilitate removing recovered crude oil from the well located at MC20 project. The M/V \_\_\_\_\_ has been collecting crude oil from the location and storing it on Marine Portable Tanks (MPTs) located on her deck. The vessel will be moored to the dock at the above location and transfer the recovered crude from the MPTs on her deck to double walled frac tanks on the dockside.

Once the frac tanks on the Couvillion docks are ready for transfer the crude will then be transferred into bulk transporter trailers to be sent to its final destination.

**SCOPE OF WORK**

The M/V BB will send a 100' section of 3-inch petroleum duty hose to the dock where it will be connected to the hoses leading to a properly rated and tested manifold. The manifold has one inlet and three outlets. Each outlet will be fitted with a 3-inch transfer hose and affixed to the frac tanks. Once the connections are secured and the declaration of inspection (DOI) is complete, the vessel will transfer the crude oil in her tanks using a 4-inch pneumatic diaphragm pump. As the frac tanks near capacity the dockside operator will open the next manifold valve and close the active one. This process will continue until all three frac tanks are at capacity. Once the transfer is complete a 1-inch airline with the proper fitting will be given to the M/V's crew to send compressed air up the hose to "blow down" any residual product left in the hoses to ensure no product is spilled when the hoses are disconnected.

After the crude oil sits in the frac tank at the Couvillion Dock for 12 to 24 hours the crude oil will be pumped using a 3-inch pneumatic diaphragm pump to transport trailers to be sent to final destination.

**EQUIPMENT**

	<b>SAFETY MANAGEMENT SYSTEM</b>	
Form 8.1.7	Site Specific Safety Plan Project Name: <u>MC20 Recovered Crude Oil Transfer</u>	Revision: 08/2019

- Air Compressor (One aboard the M/V \_\_\_\_\_ – One on Couvillion Properties)
- 4-inch pneumatic diaphragm pumps
- Petroleum Duty transfer hoses rated and inspected accordingly
- Safety Clips for Cam-lock connections and Chicago fittings
- Containment pans for diaphragm pumps and each hose connection (on the deck of the M/V as well as the Couvillion Dock)
- Sorbent pads / Polly to wrap around each hose connection as spill prevention
- Whip Checks for each air line connection coming from the air compressor
- Intrinsically safe handheld VHF radios (Means of Communication between PIC of vessel and PIC of dock)
- **Supplied Air Breathing System**

### ATTACHMENTS

Attachment	TITLE	Attachment	TITLE
A	Safety Data Sheets	F	Diagram of dock layout
B	SMS 8.1.5 Dailly Safety Meeting form - Maritime		
C	SMS 13.2 Respiratory Protection		
D	Incident / Near Miss / RCA		
E	DOI		

	<b>SAFETY MANAGEMENT SYSTEM</b>	
Form 8.1.7	Site Specific Safety Plan Project Name: <u>MC20 Recovered Crude Oil Transfer</u>	Revision: 08/2019

### CHEMICAL INFORMATION

CHEMICAL / CAS	CHEMICAL PROPERTIES	EXPOSURE LIMITS Action Levels	ROUTES OF ENTRY	SYMPTOMS
Crude Oil	VP (mmHg): 2.6-6.2lbs @ 100F VD (Air=1): >1 BP: -54 to 1100F SG: 0.8939 PV: 1-50 <b>FP: &lt;24 F Estimated</b> LEL: 1.1 UEL: 7.3 Appearance; thick light yellow to dark black	Oil Mist, If Generated ACGIH TWA: 5mg/m3 STEL: 10mg/m3 OSHA TWA: 5mg/m3 NIOSH IDLH:2500mg/m3	X Inhalation X Ingestion X Contact	<b>May include eye, nose and throat irritation, digestive tract, nausea, vomiting, diarrhea, headache, drowsiness, dizziness, loss of coordination, disorientation and fatigue</b>
Hydrogen Sulfide	Strong rotten egg odor at low levels, rapidly deadens the sense of smell at higher concentrations. Highly flammable - LEL is 4.3%	10 PPM – OSHA PEL Above 10 PPM – Level B PPE required in work area.  IDLH = 100 PPM	X Inhalation <input type="checkbox"/> Ingestion <input type="checkbox"/> Absorption <input type="checkbox"/> Contact	<b>Headache, Nausea, irritation to the eyes, nose, or throat.</b>  <b>Death if exposed to high concentrations of Hydrogen Sulfide.</b>
Benzene / 71-43-2	S.G. = 0.88 FP = 12 F LEL: 1.2% UEL = 7.8%	ACGIH TWA: 0.5 ppm OSHA TWA: 1 ppm IDLH: 500ppm	X Inhalation X Ingestion X Absorption X Contact	<b>Irritation to the eyes, skin, nose and respiratory system.</b>  <b>Dizziness, headache, nausea, staggered gait; bone marrow depressive.</b>

### PERSONAL PROTECTIVE EQUIPMENT



	<b>SAFETY MANAGEMENT SYSTEM</b>	
Form 8.1.7	Site Specific Safety Plan Project Name: <u>MC20 Recovered Crude Oil Transfer</u>	Revision: 08/2019

### AIR MONITORING / ACTION LEVELS

Chemical Hazard	Instrument	Action Level	Action
Oxygen (O <sub>2</sub> )	4-gas	<19.5% or >23.5%	<ul style="list-style-type: none"> <li>• Stop work, determine source of hazard and apply engineering control (ventilation) until reading can be brought to 21% +/- 1%.</li> </ul>
Carbon Monoxide (CO)	4-gas	25 ppm	<ul style="list-style-type: none"> <li>• Stop work, determine source of hazard and apply engineering controls. Upgrade PPE as necessary.</li> </ul>
Lower Explosion Limit (LEL)	4-gas	>10%	<ul style="list-style-type: none"> <li>• Stop work, determine source of hazard and apply engineering control (ventilation) until reading can be brought below 10%.</li> </ul>
Hydrogen Sulfide (H <sub>2</sub> S)	4-gas	10 ppm >10 ppm	<ul style="list-style-type: none"> <li>• OSHA PEL</li> <li>• SCBA / Supplied Air Respiratory Protection</li> </ul>
PID/VOC	PID	10 - 750 ppm  >750	<ul style="list-style-type: none"> <li>• Don level C PPE APR w/OV cartridge (Check Benzene Levels, if Benzene levels are below 0.5 Respiratory protection may be reduced</li> <li>• SCBA / Supplied Air Respiratory Protection</li> </ul>
Benzene	Colorimetric Tube	<0.5 PPM 0.5 – 25 PPM >25 PPM	<ul style="list-style-type: none"> <li>• No Respiratory requirement</li> <li>• Full Face APR with OV Cartridges</li> <li>• SCBA / Supplied Air Respiratory Protection</li> </ul>



6/21/2020

	<b>SAFETY MANAGEMENT SYSTEM</b>	
<b>Job Hazard Analysis</b>		Revision: 08/2015

**TASK DESCRIPTION: MC 20 Recovered Crude Oil / Vessel to Shore Transfer**

SUMMARY OF POTENTIAL HAZARDS (Check applicable)		
<input checked="" type="checkbox"/> Heavy or awkward lifting / movement	<input checked="" type="checkbox"/> Pinch Points or caught between	<input checked="" type="checkbox"/> Working and walking surfaces; slip, trip, fall
<input type="checkbox"/> New / Inexperienced employees	<input checked="" type="checkbox"/> Spill / containment	<input checked="" type="checkbox"/> Heat stress environment
<input checked="" type="checkbox"/> Struck by or crush hazard	<input checked="" type="checkbox"/> Noise levels (>85 dBA)	<input type="checkbox"/>
<input checked="" type="checkbox"/> Hazardous liquids, vapors, waste	<input checked="" type="checkbox"/> Elevated surfaces / Fall / Ladders	<input type="checkbox"/>
APPLICABLE REGULATION / SOPS / ALERTS		
<input type="checkbox"/> SMS 19.2 Vacuum Trucks	<input type="checkbox"/>	<input type="checkbox"/>
MINIMUM PERSONAL PROTECTIVE EQUIPMENT (Check applicable)		
<input type="checkbox"/> Level A	<input checked="" type="checkbox"/> Hard Hat	<input type="checkbox"/> High Visibility Vest
<input type="checkbox"/> Level B	<input checked="" type="checkbox"/> Safety Glasses	<input checked="" type="checkbox"/> Long Sleeves / Coveralls
<input type="checkbox"/> Level C	<input type="checkbox"/> Face Shield	<input type="checkbox"/> Chemical protective clothing
<input checked="" type="checkbox"/> Level D	<input checked="" type="checkbox"/> Hearing Protection	<input type="checkbox"/> Respirator: _____
		<input checked="" type="checkbox"/> Leather Steel Toe Boots
		<input type="checkbox"/> Disposable boot covers
		<input type="checkbox"/> Neoprene Steel Toe Boots
		<input checked="" type="checkbox"/> Gloves: _____
		<input checked="" type="checkbox"/> PFD / Work vest

**JOB HAZARD ANALYSIS**

● Job Steps	● Potential Hazards	● Preventive Measures / Special PPE
1. Pre-job Meetings Behavior Based Safety	<ul style="list-style-type: none"> <li>• Personnel do not understand the operational plan, relevant hazards or their roles/responsibilities</li> <li>• Personnel do not stop work when hazards are identified</li> <li>• Personnel do not report injuries, illnesses, near misses or incidents</li> </ul>	<ul style="list-style-type: none"> <li>• The operational plan, hazards and controls will be explained to all involved personnel in Safety/Ops meeting. Personnel will be encouraged to ask questions if they are unsure of any project details</li> <li>• Immediate supervisor will remind their crews of their Authority and Responsibility to Stop work and contact their supervisor if they discover a hazard</li> <li>• Personnel will be instructed to report any injuries, illnesses, near misses or incidents</li> </ul>
2. Site Survey and Equipment Set-up	<ul style="list-style-type: none"> <li>• Uneven working surfaces and trip hazards.</li> <li>• Equipment not certified, not tested or damaged</li> <li>• Improper set-up due to untrained or unqualified personnel</li> </ul>	<ul style="list-style-type: none"> <li>• Inspect site for correctable walking surface hazards. Flag or correct unsafe conditions. Position equipment and hoses away from travel paths. Identify "no-go" areas.</li> <li>• All equipment will be inspected for current certifications, testing and serviceable working condition prior to work</li> <li>• Personnel will be pre-selected to perform tasks based on verified competency</li> </ul>
3. Vehicle movements	<ul style="list-style-type: none"> <li>• Personnel, equipment or hoses struck or crushed by moving vehicles or equipment</li> <li>• Vehicles not inspected prior to movements. Unsafe for travel.</li> <li>• Unsecured items create dropped object or road hazards.</li> </ul>	<ul style="list-style-type: none"> <li>• Ground guides will be used for equipment movements. Non-essential personnel will clear the travel path. Travel path will be confirmed as clear prior to movements.</li> <li>• Vehicles will be inspected by drivers prior to travel and after travel for potential damage.</li> <li>• Vehicles will be inspected to ensure that there are no loose items and that loads are secured properly.</li> </ul>
4. Mooring Vessel and working near water	<ul style="list-style-type: none"> <li>• Personnel struck by thrown lines or caught in "line of fire".</li> <li>• Personnel pinched or crushed during vessel movements.</li> <li>• Personnel fall into the water. Man overboard.</li> </ul>	<ul style="list-style-type: none"> <li>• When tossing the mooring lines to the shore allow the lines to fall on the ground and pick them up. Do not attempt to catch mooring lines from the M/V.</li> <li>• When mooring the vessel, keep hands, fingers, arms, and all other body parts from between the mooring line and the bits on the dock</li> <li>• Never work alone. All personnel within 5' of the docks edge are required to wear a USCG approved PFD. Always discuss "man overboard" procedures prior to work. Have life ring and recovery plan in place.</li> </ul>
5. Connecting hoses	<ul style="list-style-type: none"> <li>• Personnel crushed or pinched while connecting transfer hoses.</li> <li>• Personnel suffer back strain or other ergonomic related injuries during connections or moving hoses</li> <li>• Slip/trip/fall hazards while working</li> </ul>	<ul style="list-style-type: none"> <li>• Identify, communicate and avoid all crush/pinch points: including cam-lock connections, vehicles and other moving parts or equipment</li> <li>• Transfer hoses can be heavy and when handling these hoses employees shall use proper ergonomic practices including keeping your back as straight as possible as well as lifting with your knees and not your back</li> <li>• Observe good housekeeping and maintain situational</li> </ul>



**SAFETY MANAGEMENT SYSTEM**



**Job Hazard Analysis**

Revision: 08/2015

① Job Steps	② Potential Hazards	③ Preventive Measures / Special PPE
		<p>to arise where dockside personnel need to board the M/V they will be wearing proper PPE and will decontaminate anything touched while on board the vessel.</p> <ul style="list-style-type: none"> <li>All trucks, handles, switches, controls, doors, etc (frequently touched items) will be decontaminated frequently, at minimum prior to use and once the work task is complete. All personnel on site will have adequate supplies to decontaminate frequently touched surfaces such as disinfectant wipes, hand sanitizer, and a cleaner approved for use as a virucide.</li> <li>All breaks will be taken individually, or employees will set themselves at least 6 feet away from one another to accomplish the social distancing demand due to the current pandemic.</li> </ul>
<p><b>NRC INCIDENT REPORTING POLICY</b></p>	<ul style="list-style-type: none"> <li>First Aid</li> <li>OSHA recordable</li> <li>Illness/Injury</li> <li>Near Miss</li> <li>Equipment/Vehicle Damage</li> </ul>	<ul style="list-style-type: none"> <li>NRC employees and subcontractors are required to immediately report all incidents to their supervisor.</li> <li>The immediate supervisor will immediately report the incident to the site safety professional, HSEQ Manager, and Project Manager.</li> <li>As soon as possible the affected employee will complete the required form, if an injury then the first report of injury; if near miss, then a near miss / safety suggestion form will be completed.</li> <li>The supervisor will complete a root cause analysis of all reported incidents and submit to the HSEQ manager within 8 hours of an incident.</li> <li>Determination will be made regarding need for post-incident drug and alcohol testing based on NRC policy.</li> <li>Contact HSEQ Manager for proper USCG reports, if needed and what report is needed.</li> </ul>

**REVIEW**

Development Team	Position/Title	Reviewed By	Position/Title	Date
Peter Brause, CSP	HSEQ Manager	[REDACTED]	PM	8/14/2019
		[REDACTED]		6/21/2020

**ACKNOWLEDGEMENT**

Employee Name	Signature	Date
[REDACTED]	[REDACTED]	6-21-20



### SAFETY MANAGEMENT SYSTEM



### Job Hazard Analysis

Revision: 08/2015

### TASK DESCRIPTION: MC 20 Recovered Crude Oil / Vessel to Shore Transfer

*07/08/2020*

#### SUMMARY OF POTENTIAL HAZARDS (Check applicable)

<input checked="" type="checkbox"/> Heavy or awkward lifting / movement	<input checked="" type="checkbox"/> Pinch Points or caught between	<input checked="" type="checkbox"/> Working and walking surfaces; slip, trip, fall
<input type="checkbox"/> New / Inexperienced employees	<input checked="" type="checkbox"/> Spill / containment	<input checked="" type="checkbox"/> Heat stress environment
<input checked="" type="checkbox"/> Struck by or crush hazard	<input checked="" type="checkbox"/> Noise levels (>85 dBA)	<input type="checkbox"/>
<input checked="" type="checkbox"/> Hazardous liquids, vapors, waste	<input checked="" type="checkbox"/> Elevated surfaces / Fall / Ladders	<input type="checkbox"/>

#### APPLICABLE REGULATION / SOPS / ALERTS

<input type="checkbox"/> SMS 19.2 Vacuum Trucks	<input type="checkbox"/>	<input type="checkbox"/>
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#### MINIMUM PERSONAL PROTECTIVE EQUIPMENT (Check applicable)

<input type="checkbox"/> Level A	<input checked="" type="checkbox"/> Hard Hat	<input type="checkbox"/> High Visibility Vest	<input checked="" type="checkbox"/> Leather Steel Toe Boots	<input checked="" type="checkbox"/> PFD / Work vest
<input type="checkbox"/> Level B	<input checked="" type="checkbox"/> Safety Glasses	<input checked="" type="checkbox"/> Long Sleeves / Coveralls	<input type="checkbox"/> Disposable boot covers	<input type="checkbox"/>
<input type="checkbox"/> Level C	<input type="checkbox"/> Face Shield	<input type="checkbox"/> Chemical protective clothing	<input type="checkbox"/> Neoprene Steel Toe Boots	<input type="checkbox"/>
<input checked="" type="checkbox"/> Level D	<input checked="" type="checkbox"/> Hearing Protection	<input type="checkbox"/> Respirator: _____	<input checked="" type="checkbox"/> Gloves: _____	

#### JOB HAZARD ANALYSIS

● Job Steps	● Potential Hazards	● Preventive Measures / Special PPE
1. Pre-job Meetings Behavior Based Safety	<ul style="list-style-type: none"> <li>Personnel do not understand the operational plan, relevant hazards or their roles/responsibilities</li> <li>Personnel do not stop work when hazards are identified</li> <li>Personnel do not report injuries, illnesses, near misses or incidents</li> </ul>	<ul style="list-style-type: none"> <li>The operational plan, hazards and controls will be explained to all involved personnel in Safety/Ops meeting. Personnel will be encouraged to ask questions if they are unsure of any project details</li> <li>Immediate supervisor will remind their crews of their Authority and Responsibility to Stop work and contact their supervisor if they discover a hazard</li> <li>Personnel will be instructed to report any injuries, illnesses, near misses or incidents</li> </ul>
2. Site Survey and Equipment Set-up	<ul style="list-style-type: none"> <li>Uneven working surfaces and trip hazards.</li> <li>Equipment not certified, not tested or damaged</li> <li>Improper set-up due to untrained or unqualified personnel</li> </ul>	<ul style="list-style-type: none"> <li>Inspect site for correctable walking surface hazards. Flag or correct unsafe conditions. Position equipment and hoses away from travel paths. Identify "no-go" areas.</li> <li>All equipment will be inspected for current certifications, testing and serviceable working condition prior to work</li> <li>Personnel will be pre-selected to perform tasks based on verified competency</li> </ul>
3. Vehicle movements	<ul style="list-style-type: none"> <li>Personnel, equipment or hoses struck or crushed by moving vehicles or equipment</li> <li>Vehicles not inspected prior to movements. Unsafe for travel.</li> <li>Unsecured items create dropped object or road hazards.</li> </ul>	<ul style="list-style-type: none"> <li>Ground guides will be used for equipment movements. Non-essential personnel will clear the travel path. Travel path will be confirmed as clear prior to movements.</li> <li>Vehicles will be inspected by drivers prior to travel and after travel for potential damage.</li> <li>Vehicles will be inspected to ensure that there are no loose items and that loads are secured properly.</li> </ul>
4. Mooring Vessel and working near water	<ul style="list-style-type: none"> <li>Personnel struck by thrown lines or caught in "line of fire".</li> <li>Personnel pinched or crushed during vessel movements.</li> <li>Personnel fall into the water. Man overboard.</li> </ul>	<ul style="list-style-type: none"> <li>When tossing the mooring lines to the shore allow the lines to fall on the ground and pick them up. Do not attempt to catch mooring lines from the M/V.</li> <li>When mooring the vessel, keep hands, fingers, arms, and all other body parts from between the mooring line and the bits on the dock</li> <li>Never work alone. All personnel within 5' of the docks edge are required to wear a USCG approved PFD. Always discuss "man overboard" procedures prior to work. Have life ring and recovery plan in place.</li> </ul>
5. Connecting hoses	<ul style="list-style-type: none"> <li>Personnel crushed or pinched while connecting transfer hoses.</li> <li>Personnel suffer back strain or other ergonomic related injuries during connections or moving hoses</li> <li>Slip/trip/fall hazards while working</li> </ul>	<ul style="list-style-type: none"> <li>Identify, communicate and avoid all crush/pinch points: including cam-lock connections, vehicles and other moving parts or equipment</li> <li>Transfer hoses can be heavy and when handling these hoses employees shall use proper ergonomic practices including keeping your back as straight as possible as well as lifting with your knees and not your back</li> <li>Observe good housekeeping and maintain situational</li> </ul>



SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Revision: 08/2015

1 Job Steps	2 Potential Hazards	3 Preventive Measures / Special PPE
6. Working in potentially hazardous atmospheres	<ul style="list-style-type: none"> <li>Personnel exposed to hazards related to hazardous atmospheres.</li> <li>Ignition sources create potential for explosive conditions</li> <li>Personnel not equipped to suppress incipient fire</li> </ul>	<p>awareness when walking in the dock area. Try to run hoses in an area that is out of the normal walking path and go around if possible</p> <ul style="list-style-type: none"> <li>Calibrated multi-gas meters/detectors will be used to confirm that LEL's, CO and other gases are within safe range for pumping and transfer operations. Operations will transfer operations will stop immediately if LEL's or Carbon Monoxide levels become elevated</li> <li>A protective distance of 100' outside shoreside transfer will be identified, and marked with caution tape and warning signs, to prohibit smoking, sparks and any potential source of ignition within the transfer area perimeter. The M/V will suspend all similar activities for the duration of transfer operations.</li> <li>Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.</li> </ul>
7. Energizing pneumatic equipment	<ul style="list-style-type: none"> <li>Personnel injured when struck by hoses or pressure during hose connection or fitting failure.</li> <li>Air leaks or blowout causing pressure related injuries.</li> <li>Hearing loss/injury due to noise levels above 85 decibels</li> </ul>	<ul style="list-style-type: none"> <li>All pressurized hoses will have whip checks and safety clips installed prior to energizing. All pneumatic hoses will be inspected prior to use.</li> <li>Pumping operations will be stopped immediately if leaks are detected during operations. Defective hoses will be replaced with new hoses/whips.</li> <li>Hearing protection will be worn in all areas where high-noise machinery and equipment is being operated.</li> </ul>
8. Transfer of recovered crude oil	<ul style="list-style-type: none"> <li>Personnel contacted by crude oil spray or environmental release.</li> <li>Overfilling tank resulting in spills</li> <li>Personnel overcome by potentially hazardous vapors</li> <li>Hydrogen Sulfide (H2S) Detected during transfer.</li> </ul>	<ul style="list-style-type: none"> <li>All transfer hoses used will be inspected, certified and tested prior to use. They will be secured with safety clips and wrapped with absorbent pads and duct tape. Polypropylene line will be used as an added retention measure. Personnel will wear Level D PPE and increase protection as appropriate. Spill control kits/supplies will be available on site. <b>The DOI Declaration of Inspection will be completed prior to operations.</b></li> <li>Prior to transfer the amount of product that can be accepted will be calculated and the PIC will ensure that there is ample room to handle the transferred product.</li> <li>Crude oil is a mixture of various hydrocarbons. Among them can be benzene, hydrogen sulfide, and other chemicals. There will be a properly calibrated and bump tested 4-gas meter on site during transfer to ensure vapors aren't present. All work will stop if hazardous gasses are detected. PPE will be upgraded according to the concentration of hazards detected.</li> <li>If personnel will work at heights above 6': fall protection will be worn and a rescue plan will be in place.</li> <li>Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.</li> <li>All personnel involved in the transfer process will be wearing a personal H2S Detector worn in their breathing zone.</li> <li>If H2S is detected above 5 PPM, the operations will stop, and all essential personnel will don their Supplied Air Respiratory Protection (SAR) and evacuate all non-essential personnel from the area during the transfer. There will be support personnel upwind with SAR capabilities on site for rescue purposes during this operation.</li> <li>If H2S is detected above the IDLH (100 PPM) then stop work authority will be used, all personnel will evacuate the work area and move to an upwind, safe location until the levels are below 100 PPM. The NRC crew will use a windsock, or other wind direction monitor, located on the dockside location to determine the upwind safe area and will keep personal monitors active to monitor H2S in the area.</li> </ul>



**SAFETY MANAGEMENT SYSTEM**



**Job Hazard Analysis**

**Revision: 08/2015**

① Job Steps	② Potential Hazards	③ Preventive Measures / Special PPE
9. Transfer of oil into transporter	<ul style="list-style-type: none"> <li>Personnel contacted by crude oil spray or environmental release</li> <li>Overfilling transportation vessel resulting in spills</li> <li>Personnel overcome by potentially hazardous vapors</li> <li>Fall hazards present if personnel are working above 6 feet</li> </ul>	<ul style="list-style-type: none"> <li>All transfer hoses used will be inspected, certified and tested prior to use. They will be secured with safety clips and wrapped with absorbent pads and duct tape. Polypropylene line will be used as an added retention measure. Personnel will wear Level D PPE and increase protection as appropriate. Spill control kits/supplies will be available on site.</li> <li>Prior to transfer the amount of product that can be accepted will be calculated and the PIC will ensure that there is ample room to handle the transferred product.</li> <li>Crude oil is a mixture of various hydrocarbons. Among them can be benzene, hydrogen sulfide, and other chemicals. There will be a properly calibrated and bump tested 4-gas meter on site during transfer to ensure vapors aren't present. All work will stop if hazardous gasses are detected. PPE will be upgraded according to the concentration of hazards detected.</li> <li>If personnel will work at heights above 6': fall protection will be worn and a rescue plan will be in place.</li> <li>Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.</li> </ul>
10. Prolonged exposure to elements (Heat Stress)	<ul style="list-style-type: none"> <li>Inadequate hydration</li> <li>Extended work periods without rest resulting in heat stress</li> </ul>	<ul style="list-style-type: none"> <li>Personnel will be encouraged to hydrate frequently. Water to sports drink ratio will be 3:1 (1 sports drink to 3 waters consumed).</li> <li>Work to rest schedules will be determined based on the ambient temperature, acclimatization of personnel and work being performed. Heat stress potential and signs/symptoms will be discussed at all safety meetings, tailgate meetings and during breaks. Personnel will be encouraged to self-report any early symptoms of heat stress. All personnel will be advised that stop work authority applies to potential heat stress symptoms they may be experiencing, (or that they suspect with co-workers).</li> </ul>
11. Break time	<ul style="list-style-type: none"> <li>Potential for ingestion of petroleum product or other contaminants.</li> <li>Fire hazards from unrestricted smoking</li> <li>Direct sun reduces recovery time for workers during breaks</li> <li>Inadequate water</li> </ul>	<ul style="list-style-type: none"> <li>Personnel will wash hands before smoking, eating, drinking or any other activity where contaminants might be ingested. This hazard will be stressed in break areas.</li> <li>Only smoke in designated areas.</li> <li>Ensure that break areas have adequate shade and cooling potential for personnel</li> <li>Personnel are more likely to hydrate when cool water is available. Ensure an adequate supply and include sports drinks with electrolytes to be consumed sparingly.</li> </ul>
12. Decontaminate Personnel	<ul style="list-style-type: none"> <li>Potential for secondary contamination by absorption, injection, or ingestion</li> </ul>	<ul style="list-style-type: none"> <li>Follow decontamination plan for clothing removal and disposal when protective outerwear is required and becomes contaminated.</li> <li>Only use safety scissors (never knives) to cut Tyvek from personnel.</li> <li>Ensure that workers wash hands and face thoroughly.</li> </ul>
13. COVID 19 Protocol	<ul style="list-style-type: none"> <li>Personnel infected with COVID-19 could spread it to others in the work area.</li> </ul>	<ul style="list-style-type: none"> <li>Employees will follow all CDC, Local, State, and Federal guidance regarding Social Distancing. All personnel must remain at least 6' from one another on the worksite at all times. Only personnel essential to the operation will be allowed in the work area.</li> <li>If any employee is displaying symptoms related to COVID19 they will be removed from work and follow the US Ecology / NRC return to work guidance issued by corporate.</li> <li>The Symptoms in question are Fever (Above 100.4F, Dry Cough, and Shortness of breath)</li> <li>Dockside personnel will not interact with personnel aboard the M/V during transfer operations. If an emergency were</li> </ul>



### SAFETY MANAGEMENT SYSTEM



### Job Hazard Analysis

Revision: 08/2015

① Job Steps	② Potential Hazards	③ Preventive Measures / Special PPE
		<p>to arise where dockside personnel need to board the M/V they will be wearing proper PPE and will decontaminate anything touched while on board the vessel.</p> <ul style="list-style-type: none"> <li>All trucks, handles, switches, controls, doors, etc (frequently touched items) will be decontaminated frequently, at minimum prior to use and once the work task is complete. All personnel on site will have adequate supplies to decontaminate frequently touched surfaces such as disinfectant wipes, hand sanitizer, and a cleaner approved for use as a virucide.</li> <li>All breaks will be taken individually, or employees will set themselves at least 6 feet away from one another to accomplish the social distancing demand due to the current pandemic.</li> </ul>
<b>NRC INCIDENT REPORTING POLICY</b>	<ul style="list-style-type: none"> <li>First Aid</li> <li>OSHA recordable</li> <li>Illness/Injury</li> <li>Near Miss</li> <li>Equipment/Vehicle Damage</li> </ul>	<ul style="list-style-type: none"> <li>NRC employees and subcontractors are required to immediately report all incidents to their supervisor.</li> <li>The immediate supervisor will immediately report the incident to the site safety professional, HSEQ Manager, and Project Manager.</li> <li>As soon as possible the affected employee will complete the required form, if an injury then the first report of injury; if near miss, then a near miss / safety suggestion form will be completed.</li> <li>The supervisor will complete a root cause analysis of all reported incidents and submit to the HSEQ manager within 8 hours of an incident.</li> <li>Determination will be made regarding need for post-incident drug and alcohol testing based on NRC policy.</li> <li>Contact HSEQ Manager for proper USCG reports, if needed and what report is needed.</li> </ul>

#### REVIEW

Development Team	Position/Title	Reviewed By	Position/Title	Date
Peter Brause, CSP	HSEQ Manager	REDACTED		8/14/2019
				7/8/2020

#### ACKNOWLEDGEMENT

Employee Name	Signature	Date
REDACTED		7-8-2020



SAFETY MANAGEMENT SYSTEM



Job Hazard Analysis

Revision: 08/2015

TASK DESCRIPTION: MC 20 Recovered Crude Oil / Vessel to Shore Transfer

7/9/2020

SUMMARY OF POTENTIAL HAZARDS (Check applicable)

<input checked="" type="checkbox"/> Heavy or awkward lifting / movement	<input checked="" type="checkbox"/> Pinch Points or caught between	<input checked="" type="checkbox"/> Working and walking surfaces; slip, trip, fall
<input type="checkbox"/> New / Inexperienced employees	<input checked="" type="checkbox"/> Spill / containment	<input checked="" type="checkbox"/> Heat stress environment
<input checked="" type="checkbox"/> Struck by or crush hazard	<input checked="" type="checkbox"/> Noise levels (>85 dBA)	<input type="checkbox"/>
<input checked="" type="checkbox"/> Hazardous liquids, vapors, waste	<input checked="" type="checkbox"/> Elevated surfaces / Fall / Ladders	<input type="checkbox"/>

APPLICABLE REGULATION / SOPS / ALERTS

<input type="checkbox"/> SMS 19.2 Vacuum Trucks	<input type="checkbox"/>	<input type="checkbox"/>
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MINIMUM PERSONAL PROTECTIVE EQUIPMENT (Check applicable)

<input type="checkbox"/> Level A	<input checked="" type="checkbox"/> Hard Hat	<input type="checkbox"/> High Visibility Vest	<input checked="" type="checkbox"/> Leather Steel Toe Boots	<input checked="" type="checkbox"/> PFD / Work vest
<input type="checkbox"/> Level B	<input checked="" type="checkbox"/> Safety Glasses	<input checked="" type="checkbox"/> Long Sleeves / Coveralls	<input type="checkbox"/> Disposable boot covers	<input type="checkbox"/>
<input type="checkbox"/> Level C	<input type="checkbox"/> Face Shield	<input type="checkbox"/> Chemical protective clothing	<input type="checkbox"/> Neoprene Steel Toe Boots	<input type="checkbox"/>
<input checked="" type="checkbox"/> Level D	<input checked="" type="checkbox"/> Hearing Protection	<input type="checkbox"/> Respirator: _____	<input checked="" type="checkbox"/> Gloves: _____	

JOB HAZARD ANALYSIS

Job Steps	Potential Hazards	Preventive Measures / Special PPE
1. Pre-job Meetings Behavior Based Safety	<ul style="list-style-type: none"> <li>Personnel do not understand the operational plan, relevant hazards or their roles/responsibilities</li> <li>Personnel do not stop work when hazards are identified</li> <li>Personnel do not report injuries, illnesses, near misses or incidents</li> </ul>	<ul style="list-style-type: none"> <li>The operational plan, hazards and controls will be explained to all involved personnel in Safety/Ops meeting. Personnel will be encouraged to ask questions if they are unsure of any project details</li> <li>Immediate supervisor will remind their crews of their Authority and Responsibility to Stop work and contact their supervisor if they discover a hazard</li> <li>Personnel will be instructed to report any injuries, illnesses, near misses or incidents</li> </ul>
2. Site Survey and Equipment Set-up	<ul style="list-style-type: none"> <li>Uneven working surfaces and trip hazards.</li> <li>Equipment not certified, not tested or damaged</li> <li>Improper set-up due to untrained or unqualified personnel</li> </ul>	<ul style="list-style-type: none"> <li>Inspect site for correctable walking surface hazards. Flag or correct unsafe conditions. Position equipment and hoses away from travel paths. Identify "no-go" areas.</li> <li>All equipment will be inspected for current certifications, testing and serviceable working condition prior to work</li> <li>Personnel will be pre-selected to perform tasks based on verified competency</li> </ul>
3. Vehicle movements	<ul style="list-style-type: none"> <li>Personnel, equipment or hoses struck or crushed by moving vehicles or equipment</li> <li>Vehicles not inspected prior to movements. Unsafe for travel.</li> <li>Unsecured items create dropped object or road hazards.</li> </ul>	<ul style="list-style-type: none"> <li>Ground guides will be used for equipment movements. Non-essential personnel will clear the travel path. Travel path will be confirmed as clear prior to movements.</li> <li>Vehicles will be inspected by drivers prior to travel and after travel for potential damage.</li> <li>Vehicles will be inspected to ensure that there are no loose items and that loads are secured properly.</li> </ul>
4. Mooring Vessel and working near water	<ul style="list-style-type: none"> <li>Personnel struck by thrown lines or caught in "line of fire".</li> <li>Personnel pinched or crushed during vessel movements.</li> <li>Personnel fall into the water. Man overboard.</li> </ul>	<ul style="list-style-type: none"> <li>When tossing the mooring lines to the shore allow the lines to fall on the ground and pick them up. Do not attempt to catch mooring lines from the M/V.</li> <li>When mooring the vessel, keep hands, fingers, arms, and all other body parts from between the mooring line and the bits on the dock</li> <li>Never work alone. All personnel within 5' of the docks edge are required to wear a USCG approved PFD. Always discuss "man overboard" procedures prior to work. Have life ring and recovery plan in place.</li> </ul>
5. Connecting hoses	<ul style="list-style-type: none"> <li>Personnel crushed or pinched while connecting transfer hoses.</li> <li>Personnel suffer back strain or other ergonomic related injuries during connections or moving hoses</li> <li>Slip/trip/fall hazards while working</li> </ul>	<ul style="list-style-type: none"> <li>Identify, communicate and avoid all crush/pinch points: including cam-lock connections, vehicles and other moving parts or equipment</li> <li>Transfer hoses can be heavy and when handling these hoses employees shall use proper ergonomic practices including keeping your back as straight as possible as well as lifting with your knees and not your back</li> <li>Observe good housekeeping and maintain situational</li> </ul>



**SAFETY MANAGEMENT SYSTEM**



**Job Hazard Analysis**

**Revision: 08/2015**

● Job Steps	● Potential Hazards	● Preventive Measures / Special PPE
		awareness when walking in the dock area. Try to run hoses in an area that is out of the normal walking path and go around if possible
6. Working in potentially hazardous atmospheres	<ul style="list-style-type: none"> <li>● Personnel exposed to hazards related to hazardous atmospheres.</li> <li>● Ignition sources create potential for explosive conditions</li> <li>● Personnel not equipped to suppress incipient fire</li> </ul>	<ul style="list-style-type: none"> <li>● Calibrated multi-gas meters/detectors will be used to confirm that LEL's, CO and other gases are within safe range for pumping and transfer operations. Operations will transfer operations will stop immediately if LEL's or Carbon Monoxide levels become elevated</li> <li>● A protective distance of 100' outside shoreside transfer will be identified, and marked with caution tape and warning signs, to prohibit smoking, sparks and any potential source of ignition within the transfer area perimeter. The M/V will suspend all similar activities for the duration of transfer operations.</li> <li>● Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.</li> </ul>
7. Energizing pneumatic equipment	<ul style="list-style-type: none"> <li>● Personnel injured when struck by hoses or pressure during hose connection or fitting failure.</li> <li>● Air leaks or blowout causing pressure related injuries.</li> <li>● Hearing loss/injury due to noise levels above 85 decibels</li> </ul>	<ul style="list-style-type: none"> <li>● All pressurized hoses will have whip checks and safety clips installed prior to energizing. All pneumatic hoses will be inspected prior to use.</li> <li>● Pumping operations will be stopped immediately if leaks are detected during operations. Defective hoses will be replaced with new hoses/whips.</li> <li>● Hearing protection will be worn in all areas where high-noise machinery and equipment is being operated.</li> </ul>
8. Transfer of recovered crude oil	<ul style="list-style-type: none"> <li>● Personnel contacted by crude oil spray or environmental release.</li> <li>● Overfilling tank resulting in spills</li> <li>● Personnel overcome by potentially hazardous vapors</li> <li>● Hydrogen Sulfide (H2S) Detected during transfer.</li> </ul>	<ul style="list-style-type: none"> <li>● All transfer hoses used will be inspected, certified and tested prior to use. They will be secured with safety clips and wrapped with absorbent pads and duct tape. Polypropylene line will be used as an added retention measure. Personnel will wear Level D PPE and increase protection as appropriate. Spill control kits/supplies will be available on site. <b>The DOI Declaration of Inspection will be completed prior to operations.</b></li> <li>● Prior to transfer the amount of product that can be accepted will be calculated and the PIC will ensure that there is ample room to handle the transferred product.</li> <li>● Crude oil is a mixture of various hydrocarbons. Among them can be benzene, hydrogen sulfide, and other chemicals. There will be a properly calibrated and bump tested 4-gas meter on site during transfer to ensure vapors aren't present. All work will stop if hazardous gasses are detected. PPE will be upgraded according to the concentration of hazards detected.</li> <li>● If personnel will work at heights above 6': fall protection will be worn and a rescue plan will be in place.</li> <li>● Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.</li> <li>● All personnel involved in the transfer process will be wearing a personal H2S Detector worn in their breathing zone.</li> <li>● If H2S is detected above 5 PPM, the operations will stop, and all essential personnel will don their Supplied Air Respiratory Protection (SAR) and evacuate all non-essential personnel from the area during the transfer. There will be support personnel upwind with SAR capabilities on site for rescue purposes during this operation.</li> <li>● If H2S is detected above the IDLH (100 PPM) then stop work authority will be used, all personnel will evacuate the work area and move to an upwind, safe location until the levels are below 100 PPM. The NRC crew will use a windsock, or other wind direction monitor, located on the dockside location to determine the upwind safe area and will keep personal monitors active to monitor H2S in the area.</li> </ul>



**SAFETY MANAGEMENT SYSTEM**



**Job Hazard Analysis**

**Revision: 08/2015**

1 Job Steps	2 Potential Hazards	3 Preventive Measures / Special PPE
9. Transfer of oil into transporter	<ul style="list-style-type: none"> <li>Personnel contacted by crude oil spray or environmental release</li> <li>Overfilling transportation vessel resulting in spills</li> <li>Personnel overcome by potentially hazardous vapors</li> <li>Fall hazards present if personnel are working above 6 feet</li> </ul>	<ul style="list-style-type: none"> <li>All transfer hoses used will be inspected, certified and tested prior to use. They will be secured with safety clips and wrapped with absorbent pads and duct tape. Polypropylene line will be used as an added retention measure. Personnel will wear Level D PPE and increase protection as appropriate. Spill control kits/supplies will be available on site.</li> <li>Prior to transfer the amount of product that can be accepted will be calculated and the PIC will ensure that there is ample room to handle the transferred product.</li> <li>Crude oil is a mixture of various hydrocarbons. Among them can be benzene, hydrogen sulfide, and other chemicals. There will be a properly calibrated and bump tested 4-gas meter on site during transfer to ensure vapors aren't present. All work will stop if hazardous gasses are detected. PPE will be upgraded according to the concentration of hazards detected.</li> <li>If personnel will work at heights above 6': fall protection will be worn and a rescue plan will be in place.</li> <li>Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.</li> </ul>
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12. Decontaminate Personnel	<ul style="list-style-type: none"> <li>Potential for secondary contamination by absorption, injection, or ingestion</li> </ul>	<ul style="list-style-type: none"> <li>Follow decontamination plan for clothing removal and disposal when protective outerwear is required and becomes contaminated.</li> <li>Only use safety scissors (never knives) to cut Tyvek from personnel.</li> <li>Ensure that workers wash hands and face thoroughly.</li> </ul>
13. COVID 19 Protocol	<ul style="list-style-type: none"> <li>Personnel infected with COVID-19 could spread it to others in the work area.</li> </ul>	<ul style="list-style-type: none"> <li>Employees will follow all CDC, Local, State, and Federal guidance regarding Social Distancing. All personnel must remain at least 6' from one another on the worksite at all times. Only personnel essential to the operation will be allowed in the work area.</li> <li>If any employee is displaying symptoms related to COVID19 they will be removed from work and follow the US Ecology / NRC return to work guidance issued by corporate.</li> <li>The Symptoms in question are Fever (Above 100.4F, Dry Cough, and Shortness of breath)</li> <li>Dockside personnel will not interact with personnel aboard the M/V during transfer operations. If an emergency were</li> </ul>



### SAFETY MANAGEMENT SYSTEM



### Job Hazard Analysis

Revision: 08/2015

1 Job Steps	2 Potential Hazards	3 Preventive Measures / Special PPE
		<p>to arise where dockside personnel need to board the M/V they will be wearing proper PPE and will decontaminate anything touched while on board the vessel.</p> <ul style="list-style-type: none"> <li>All trucks, handles, switches, controls, doors, etc (frequently touched items) will be decontaminated frequently, at minimum prior to use and once the work task is complete. All personnel on site will have adequate supplies to decontaminate frequently touched surfaces such as disinfectant wipes, hand sanitizer, and a cleaner approved for use as a virucide.</li> <li>All breaks will be taken individually, or employees will set themselves at least 6 feet away from one another to accomplish the social distancing demand due to the current pandemic.</li> </ul>
<b>NRC INCIDENT REPORTING POLICY</b>	<ul style="list-style-type: none"> <li>First Aid</li> <li>OSHA recordable</li> <li>Illness/Injury</li> <li>Near Miss</li> <li>Equipment/Vehicle Damage</li> </ul>	<ul style="list-style-type: none"> <li>NRC employees and subcontractors are required to immediately report all incidents to their supervisor.</li> <li>The immediate supervisor will immediately report the incident to the site safety professional, HSEQ Manager, and Project Manager.</li> <li>As soon as possible the affected employee will complete the required form, if an injury then the first report of injury; if near miss, then a near miss / safety suggestion form will be completed.</li> <li>The supervisor will complete a root cause analysis of all reported incidents and submit to the HSEQ manager within 8 hours of an incident.</li> <li>Determination will be made regarding need for post-incident drug and alcohol testing based on NRC policy.</li> <li>Contact HSEQ Manager for proper USCG reports, if needed and what report is needed.</li> </ul>

#### REVIEW

Development Team	Position/Title	Reviewed By	Position/Title	Date
Peter Brause, CSP	HSEQ Manager	REDACTED	PM	8/14/2019
				7/9/2020

#### ACKNOWLEDGEMENT

Employee Name	Signature	Date
REDACTED	[Signature]	7/9/2020
REDACTED	[Signature]	7/9/2020
REDACTED	[Signature]	7/9/20

# STRAIGHT BILL OF LADING - SHORT FORM

NOTICE: Shippers of hazardous materials must enter 24-hour emergency response telephone number under "Emergency Response Phone Number."

Date 7-7-20 Bill of Lading No. 310060

Memorandum

LTB Transport

Shipper No. 2

Carrier No. 2

TO: Consignee <u>Acadian Oil</u>		FROM: Shipper <u>Covell, Dick</u>	
Street <u>1325 River Road</u>		Street <u>431 1/2</u>	
Destination <u>Denham LA</u>	Zip Code <u>70342</u>	Origin <u>Vernon LA</u>	Zip Code <u>70271</u>
Route: <u>HWY 90</u>	Vehicle No. <u>7641</u>	SCAC	Emergency Response Phone Number <u>1 800 355 7009</u>

No. Shipping Units	+HM	Kind of Packaging, Description of Articles Special Marks and Exceptions	Weight (Subject to Correction)*	Rate or Class	CHARGES
<u>149.2</u>	<u>X</u>	<u>16N1267 Petrol - Circle Oil, B, P, J</u>	<u>75500</u>		
<u>00L</u>		<u>149.2 061</u>	<u>165</u>		

* If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading state whether weight is "carrier's or shipper's weight".	REMIT C.O.D. TO: ADDRESS	C.O.D. Amt. \$	C.O.D. FEE: PREPAID <input type="checkbox"/> COLLECT <input type="checkbox"/> \$	TOTAL CHARGES: \$
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Note-Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding \$ \_\_\_\_\_ per \_\_\_\_\_

Subject to Section 7 of the conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement. The carrier shall not make delivery of this shipment without payment of freight and all other charges.

(Signature of Consignor)

FREIGHT CHARGES  
Check Appropriate Box:

Freight prepaid  
 Collect

RECEIVED, subject to the classifications and lawfully filed tariffs in effect on the date of the issue of this Bill of Lading, the property described above in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated above which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed as to each carrier of all or any of, said property over all or any portion of said route to destination and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classifications in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff, if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

Mark with "RG" if appropriate to designate Hazardous Materials as defined in the U.S. Department of Transportation Regulations governing the transportation of hazardous materials. The use of this column is an optional method for identifying hazardous materials on Bills of Lading per 172.201(a)(1) (iii) of Title 49 Code of Federal Regulations. Also when shipping hazardous materials, the shipper's certification statement prescribed in section 172.204(a) of the Federal Regulations, as indicated on the Bill of Lading does apply, unless a specific exception from the requirement is provided in the Regulation for a particular material.

The format and content of hazardous item list is the responsibility of individual company interpretation of requirements as described in 49 Code of Federal Regulations 172. Subpart C-Shipping Papers. Such description consists of the following per Sections 172.201 (Hazardous Material Table) and Sections 172.202 and 172.203: Proper shipping name, hazardous class, UN identification number, packing group, and subsidiary class(es).

Note: Liability limitation for loss or damage in this shipment may be applicable. See 49 United States Code, Sections 14706(c) (1)(A) and (B).

REDACTED	CARRIER	REDACTED
REDACTED	PER	REDACTED

This is to certify that the above named materials are properly classified, packaged, marked, and labeled, and are in proper condition for transportation according to the applicable regulations of the U.S. Department of Transportation.

Carrier acknowledges receipt of packages and any required placards. Carrier certifies emergency response information was made available and/or carrier has the U.S. Department of Transportation emergency response guidebook or equivalent documentation in the vehicle. Property described above is received in good order, except as noted.



**SAFETY MANAGEMENT SYSTEM**



**Job Hazard Analysis**

**Revision: 08/2015**

① Job Steps	② Potential Hazards	③ Preventive Measures / Special PPE
		<p>awareness when walking in the dock area. Try to run hoses in an area that is out of the normal walking path and go around if possible</p>
<p>6. Working in potentially hazardous atmospheres</p>	<ul style="list-style-type: none"> <li>• Personnel exposed to hazards related to hazardous atmospheres.</li> <li>• Ignition sources create potential for explosive conditions</li> <li>• Personnel not equipped to suppress incipient fire</li> </ul>	<ul style="list-style-type: none"> <li>• Calibrated multi-gas meters/detectors will be used to confirm that LEL's, CO and other gases are within safe range for pumping and transfer operations. Operations will transfer operations will stop immediately if LEL's or Carbon Monoxide levels become elevated</li> <li>• A protective distance of 100' outside shoreside transfer will be identified, and marked with caution tape and warning signs, to prohibit smoking, sparks and any potential source of ignition within the transfer area perimeter. The M/V will suspend all similar activities for the duration of transfer operations.</li> <li>• Fire extinguishers will be placed at the transfer manifolds, compressors, vessel and any other areas of potential ignition.</li> </ul>
<p>7. Energizing pneumatic equipment</p>	<ul style="list-style-type: none"> <li>• Personnel injured when struck by hoses or pressure during hose connection or fitting failure.</li> <li>• Air leaks or blowout causing pressure related injuries.</li> <li>• Hearing loss/injury due to noise levels above 85 decibels</li> </ul>	<ul style="list-style-type: none"> <li>• All pressurized hoses will have whip checks and safety clips installed prior to energizing. All pneumatic hoses will be inspected prior to use.</li> <li>• Pumping operations will be stopped immediately if leaks are detected during operations. Defective hoses will be replaced with new hoses/whips.</li> <li>• Hearing protection will be worn in all areas where high-noise machinery and equipment is being operated.</li> </ul>
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### SAFETY MANAGEMENT SYSTEM



### Job Hazard Analysis

Revision: 08/2015

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**REVIEW**

Development Team	Position/Title	Reviewed By	Position/Title	Date
Peter Brause, CSP	HSEQ Manager	REDACTED	pm	8/14/2019
				7/10/2020

**ACKNOWLEDGEMENT**

Employee Name	Signature	Date
REDACTED	REDACTED	7/10/20
REDACTED	REDACTED	7/10/20
REDACTED	REDACTED	7-10-20
REDACTED	REDACTED	7-10-20
REDACTED	REDACTED	7-10-20

7-10-20  
7-10-20



**SAFETY MANAGEMENT SYSTEM**



Job Hazard Analysis

Revision: 08/2015

**TASK DESCRIPTION: MC 20 Recovered Crude Oil / Vessel to Shore Transfer**

7/10/2020

**SUMMARY OF POTENTIAL HAZARDS (Check applicable)**

<input checked="" type="checkbox"/> Heavy or awkward lifting / movement	<input checked="" type="checkbox"/> Pinch Points or caught between	<input checked="" type="checkbox"/> Working and walking surfaces; slip, trip, fall
<input type="checkbox"/> New / Inexperienced employees	<input checked="" type="checkbox"/> Spill / containment	<input checked="" type="checkbox"/> Heat stress environment
<input checked="" type="checkbox"/> Struck by or crush hazard	<input checked="" type="checkbox"/> Noise levels (>85 dBA)	<input type="checkbox"/>
<input checked="" type="checkbox"/> Hazardous liquids, vapors, waste	<input checked="" type="checkbox"/> Elevated surfaces / Fall / Ladders	<input type="checkbox"/>

**APPLICABLE REGULATION / SOPS / ALERTS**

<input type="checkbox"/> SMS 19.2 Vacuum Trucks	<input type="checkbox"/>	<input type="checkbox"/>
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**MINIMUM PERSONAL PROTECTIVE EQUIPMENT (Check applicable)**

<input type="checkbox"/> Level A	<input checked="" type="checkbox"/> Hard Hat	<input type="checkbox"/> High Visibility Vest	<input checked="" type="checkbox"/> Leather Steel Toe Boots	<input checked="" type="checkbox"/> PFD / Work vest
<input type="checkbox"/> Level B	<input checked="" type="checkbox"/> Safety Glasses	<input checked="" type="checkbox"/> Long Sleeves / Coveralls	<input type="checkbox"/> Disposable boot covers	<input type="checkbox"/>
<input type="checkbox"/> Level C	<input type="checkbox"/> Face Shield	<input type="checkbox"/> Chemical protective clothing	<input type="checkbox"/> Neoprene Steel Toe Boots	<input type="checkbox"/>
<input checked="" type="checkbox"/> Level D	<input checked="" type="checkbox"/> Hearing Protection	<input type="checkbox"/> Respirator: _____	<input checked="" type="checkbox"/> Gloves: _____	

**JOB HAZARD ANALYSIS**

● Job Steps	● Potential Hazards	● Preventive Measures / Special PPE
1. Pre-job Meetings Behavior Based Safety	<ul style="list-style-type: none"> <li>Personnel do not understand the operational plan, relevant hazards or their roles/responsibilities</li> <li>Personnel do not stop work when hazards are identified</li> <li>Personnel do not report injuries, illnesses, near misses or incidents</li> </ul>	<ul style="list-style-type: none"> <li>The operational plan, hazards and controls will be explained to all involved personnel in Safety/Ops meeting. Personnel will be encouraged to ask questions if they are unsure of any project details</li> <li>Immediate supervisor will remind their crews of their Authority and Responsibility to Stop work and contact their supervisor if they discover a hazard</li> <li>Personnel will be instructed to report any injuries, illnesses, near misses or incidents</li> </ul>
2. Site Survey and Equipment Set-up	<ul style="list-style-type: none"> <li>Uneven working surfaces and trip hazards.</li> <li>Equipment not certified, not tested or damaged</li> <li>Improper set-up due to untrained or unqualified personnel</li> </ul>	<ul style="list-style-type: none"> <li>Inspect site for correctable walking surface hazards. Flag or correct unsafe conditions. Position equipment and hoses away from travel paths. Identify "no-go" areas.</li> <li>All equipment will be inspected for current certifications, testing and serviceable working condition prior to work</li> <li>Personnel will be pre-selected to perform tasks based on verified competency</li> </ul>
3. Vehicle movements	<ul style="list-style-type: none"> <li>Personnel, equipment or hoses struck or crushed by moving vehicles or equipment</li> <li>Vehicles not inspected prior to movements. Unsafe for travel.</li> <li>Unsecured items create dropped object or road hazards.</li> </ul>	<ul style="list-style-type: none"> <li>Ground guides will be used for equipment movements. Non-essential personnel will clear the travel path. Travel path will be confirmed as clear prior to movements.</li> <li>Vehicles will be inspected by drivers prior to travel and after travel for potential damage.</li> <li>Vehicles will be inspected to ensure that there are no loose items and that loads are secured properly.</li> </ul>
4. Mooring Vessel and working near water	<ul style="list-style-type: none"> <li>Personnel struck by thrown lines or caught in "line of fire".</li> <li>Personnel pinched or crushed during vessel movements.</li> <li>Personnel fall into the water. Man overboard.</li> </ul>	<ul style="list-style-type: none"> <li>When tossing the mooring lines to the shore allow the lines to fall on the ground and pick them up. Do not attempt to catch mooring lines from the M/V.</li> <li>When mooring the vessel, keep hands, fingers, arms, and all other body parts from between the mooring line and the bits on the dock</li> <li>Never work alone. All personnel within 5' of the docks edge are required to wear a USCG approved PFD. Always discuss "man overboard" procedures prior to work. Have life ring and recovery plan in place.</li> </ul>
5. Connecting hoses	<ul style="list-style-type: none"> <li>Personnel crushed or pinched while connecting transfer hoses.</li> <li>Personnel suffer back strain or other ergonomic related injuries during connections or moving hoses</li> <li>Slip/trip/fall hazards while working</li> </ul>	<ul style="list-style-type: none"> <li>Identify, communicate and avoid all crush/pinch points: including cam-lock connections, vehicles and other moving parts or equipment</li> <li>Transfer hoses can be heavy and when handling these hoses employees shall use proper ergonomic practices including keeping your back as straight as possible as well as lifting with your knees and not your back</li> <li>Observe good housekeeping and maintain situational</li> </ul>

**STRAIGHT BILL OF LADING - SHORT FORM**

NOTICE: Shippers of hazardous materials must enter 24-hour emergency response telephone number under "Emergency Response Phone Number."

Date 7/1/11 Bill of Lading No. 1005

**Shipping Order**

*L+B Transport*  
(Name of Carrier)

Shipper No. 1

Carrier No. 1

TO: Consignee <u>Accolium Oil</u>		FROM: Shipper <u>Couville's Dock</u>	
Street <u>1825 River Rd</u>		Street <u>433 Madenot Rd</u>	
Destination <u>Berwick, LA</u>	Zip Code <u>70512</u>	Origin <u>Venice LA</u>	Zip Code <u>70011</u>
Route: <u>HWX90</u>	Vehicle No. <u>7517</u>	SCAC	Emergency Response Phone Number <u>7829255 3929</u>

No. Shipping Units	+HM	Kind of Packaging, Description of Articles Special Marks and Exceptions	Weight (Subject to Correction)*	Rate or Class	CHARGES
149.1	X	UN1267, Petroleum (Crude Oil), 3, pg 11	78,000		
BBL		149.1 bbl	163		

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading state whether weight is "carrier's or shipper's weight."	REMIT C.O.D. TO: ADDRESS	C.O.D. Amt. \$	C.O.D. FEE: PREPAID <input type="checkbox"/> COLLECT <input type="checkbox"/> \$	TOTAL CHARGES: \$
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Note-Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding \$ \_\_\_\_\_ per \_\_\_\_\_

Subject to Section 7 of the conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement.  
The carrier shall deliver \_\_\_\_\_ out payment of freight and all other charges. REDACTED (Signature of Consignor)

FREIGHT CHARGES  
Check Appropriate Box:  
 Freight prepaid  
 Collect

RECEIVED, subject to the classifications and lawfully filed tariffs in effect on the date of the issue of this Bill of Lading, the property described above in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated above which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed as to each carrier of all or any of, said property over all or any portion of said route to destination and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classifications in effect on the date hereof, if this is a rail or a rail-water shipment or (2) in the applicable motor carrier classification or tariff, if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

Mark with "RG" if appropriate to designate Hazardous Materials as defined in the U.S. Department of Transportation Regulations governing the transportation of hazardous materials. The use of this column is an optional method for identifying hazardous materials on Bills of Lading per 172.201(a)(1)(ii) of Title 49 Code of Federal Regulations. Also when shipping hazardous materials, the shipper's certification statement prescribed in section 172.204(a) of the Federal Regulations, as indicated on the Bill of Lading does apply, unless a specific exception from the requirement is provided in the Regulation for a particular material.

The format and content of hazardous item list is the responsibility of individual company interpretation of requirements as described in 49 Code of Federal Regulations 172, Subpart C-Shipping Papers. Such description consists of the following per Sections 172.201 (Hazardous Material Table) and Sections 172.202 and 172.203: Proper shipping name, hazardous class, UN identification number, packing group, and subsidiary class(es).

Note: Liability limitation for loss or damage in this shipment may be applicable. See 49 United States Code, Sections 14706(c)(1)(A) and (B).

PER <u>Couville's Group</u>	CARRIER
2 This is to certify that the above named materials are properly classified, packaged, marked, and labeled, and are in proper condition for transportation according to the applicable regulations of the U.S. Department of Transportation	PER Carrier acknowledges receipt of packages and any required placards. Carrier certifies emergency response information was made available and/or carrier has the U.S. Department of Transportation emergency response guidebook or equivalent documentation in the vehicle. Property described above is received in good order, except as noted.

# L & B TRANSPORT, L.L.C.

NIGHTS AWAY:
DISPATCHER <b>WILLIAMS</b>

ORDER NO. <b>310060</b>
----------------------------

702 Hwy 190 West, Port Allen, LA 70767  
Phone (225) 387-0894 1-800-545-9401

CUSTOMER P.O.	ORDERED BY <b>WILLIAMS</b>	RELEASE NO.		
LOAD DATE <b>07/09/20</b>	TIME <b>05:40</b>	LOADING DRIVER <b>SIMSD</b>	TRUCK NO. <b>7841L</b>	TRAILER NO. <b>800125MN</b>
DELIVERY DATE <b>07/09/20</b>	TIME <b>08:14</b>	DELIVERY DRIVER	TRUCK NO.	TRAILER NO.

**BILL TO:**  
LEGACY INDUSTRIES, LLC  
308 St George Ave  
  
Jefferson, LA 70121

**CONSIGNEE:**  
ACADIANA OIL  
1825 River road  
  
Berwick, LA 70342

**SHIPPER:**  
COUVILLON DOCK  
433 McDermott Road  
  
Venice, LA 70091

TRAILER APPROVED & AUTHORIZED TO LOAD:  
Shipper Signature REDACTED

BASIC DESCRIPTION	QUANTITY	GAL/WT
X RQ UN1267 PETROLEUM CRUDE OIL	3	0

DRIVER SPECIAL INSTRUCTIONS

TIME DEPARTED FROM TERMINAL: \_\_\_\_\_ TIME RETURNED TO TERMINAL: \_\_\_\_\_

ACCESSORIAL CHARGES	PUMP	BLOWER	EXTRA HOSE (FT)	EXTRA STOPS	WASH OUT	IN-TRANSIT HEAT	SCALES/TOLLS	LAYOVER
CHECK ALL THAT APPLY	<b>LOADING</b>							
	<b>DELIVERY</b>							

TRAILER RENTAL	WEIGHT DATA		
TRAILER NO. _____	DELIVERY DATE: _____	TIME: _____	GROSS _____
	PICK UP DATE: _____	TIME: _____	TARE _____
			NET _____

**LOADING DATA**

ARRIVE: \_\_\_\_\_ START: \_\_\_\_\_ FINISH: \_\_\_\_\_ DEPART: \_\_\_\_\_ HOURS DELAYED: \_\_\_\_\_

REASON DELAYED: \_\_\_\_\_

**AUTHORIZATION TO UNLOAD** This is to certify that I have checked the documents pertaining to this shipment, verified the product and the quantity tendered for delivery. The connections are correct and the receiving tank will hold the product. The driver is authorized to unload.

**RECEIVER'S SIGNATURE** **X** \_\_\_\_\_

**DELIVERY DATA**

ARRIVE: \_\_\_\_\_ START: \_\_\_\_\_ FINISH: \_\_\_\_\_ DEPART: \_\_\_\_\_ HOURS DELAYED: \_\_\_\_\_

REASON DELAYED: \_\_\_\_\_

**DRIVER REMARKS**

\_\_\_\_\_

**STRAIGHT BILL OF LADING - SHORT FORM**

NOTICE: Shippers of hazardous materials must enter 24-hour emergency response telephone number under "Emergency Response Phone Number."

Date 7-9-20 Truck #2 Bill of Lading No. 310653

**Shipping Order**

(Name of Carrier) L+B Transport Shipper No. 2 Carrier No. 2

TO: Consignee Acadione O.I. FROM: Shipper Couville Dax  
 Street 1825 River Rd Street 435 Madernott Rd  
 Destination Berwick LA Zip Code 70342 Origin Venue LA Zip Code 70091  
 Route: Am90 Vehicle No. ~~70342~~ SCAC \_\_\_\_\_ Emergency Response Phone Number 1888 255 3924

No. Shipping Units	+HM	Kind of Packaging, Description of Articles Special Marks and Exceptions	Commodities requiring special or additional care or attention in handling or stowing must be so marked and packaged as to ensure safe transportation with ordinary care. See Section 2(e) of National Motor Freight Classification, Item 360	Weight (Subject to Correction)*	Rate or Class	CHARGES
148.9 66L	X	11N1267 Petroleum Crude Oil, 3, Pg 11		79,000 lb		
		148.8 66L				

\*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading state whether weight is "carrier's or shipper's weight".

REMIT C.O.D. TO: ADDRESS \_\_\_\_\_ C.O.D. Amt. \$ \_\_\_\_\_ C.O.D. FEE: PREPAID  COLLECT  \$ \_\_\_\_\_ TOTAL CHARGES: \$ \_\_\_\_\_

Note-Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding \$ \_\_\_\_\_ per \_\_\_\_\_

Subject to Section 7 of the conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement. The carrier shall not make deli \_\_\_\_\_ of this shipment without payment of freight and all other charges.

REDACTED (Signature of Consignor)

FREIGHT CHARGES Check Appropriate Box:  Freight prepaid  Collect

RECEIVED, subject to the classifications and lawfully filed tariffs in effect on the date of the issue of this Bill of Lading, the property described above in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated above which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed as to each carrier of all or any of, said property over all or any portion of said route to destination and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classifications in effect on the date hereof, if this is a rail or a rail-water shipment or (2) in the applicable motor carrier classification or tariff, if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

Mark with "RG" if appropriate to designate Hazardous Materials as defined in the U.S. Department of Transportation Regulations governing the transportation of hazardous materials. The use of this column is an optional method for identifying hazardous materials on Bills of Lading per 172.201(a)(1)(iii) of Title 49 Code of Federal Regulations. Also when shipping hazardous materials, the shipper's certification statement prescribed in section 172.204(a) of the Federal Regulations, as indicated on the Bill of Lading does apply, unless a specific exception from the requirement is provided in the Regulation for a particular material.

The format and content of hazardous item list is the responsibility of individual company interpretation of requirements as described in 49 Code of Federal Regulations 172, Subpart C-Shipping Papers. Such description consists of the following per Sections 172.201 (Hazardous Material Table) and Sections 172.202 and 172.203 Proper shipping name, hazardous class, UN identification number, packing group, and subsidiary class(es).

Note: Liability limitation for loss or damage in this shipment may be applicable. See 49 United States Code, Sections 14706(c)(1)(A) and (B).

PER Couville Dax CARRIER PER \_\_\_\_\_

This is to certify that the above named materials are properly classified, packaged, marked, and labeled, and are in proper condition for transportation according to the applicable regulations of the U.S. Department of Transportation.

Carrier acknowledges receipt of packages and any required placards. Carrier certifies emergency response information was made available and/or carrier has the U.S. Department of Transportation emergency response guidebook or equivalent documentation in the vehicle. Property described above is received in good order, except as noted.

# L & B TRANSPORT, L.L.C.

702 Hwy 190 West, Port Allen, LA 70767  
Phone (225) 387-0894 1-800-545-9401

NIGHTS AWAY:

DISPATCHER

WILLIAMS

ORDER NO.  
310869

CUSTOMER  
P.O.

ORDERED BY WILLIAMS

RELEASE NO.

LOAD DATE 07/09/20 TIME 05:40

LOADING DRIVER AVEE

TRUCK NO. 7570

TRAILER NO. 800184

DELIVERY DATE 07/09/20 TIME 08:14

DELIVERY DRIVER

TRUCK NO.

TRAILER NO.

**BILL TO:**  
LEGACY INDUSTRIES, LLC  
308 St. George Ave  
Jefferson, LA 70121

**CONSIGNEE:**  
ACADIANA OIL  
1825 River road  
Benwick, LA 70312

**SHIPPER:**  
COUVILLON DOCK  
433 McDermott Road  
Venice, LA 70091

TRAILER APPROVED & AUTHORIZED TO LOAD:  
Shipper Signature 

BASIC DESCRIPTION	QUANTITY GAL/WT
X RQ UN1267 PETROLEUM CRUDE OIL	

DRIVER SPECIAL INSTRUCTIONS

TIME DEPARTED FROM TERMINAL: \_\_\_\_\_ TIME RETURNED TO TERMINAL: \_\_\_\_\_

ACCESSORIAL CHARGES	PUMP	BLOWER	EXTRA HOSE (FT)	EXTRA STOPS	WASH OUT	IN-TRANSIT HEAT	SCALES/TOLLS	LAYOVER
	CHECK ALL THAT APPLY 							
LOADING								
DELIVERY								

TRAILER RENTAL	WEIGHT DATA		
	DELIVERY DATE: _____ TIME: _____	GROSS	TARE
PICK UP DATE: _____ TIME: _____			
TRAILER NO. _____			

**LOADING DATA**  
ARRIVE: \_\_\_\_\_ START: \_\_\_\_\_ FINISH: \_\_\_\_\_ DEPART: \_\_\_\_\_ HOURS DELAYED: \_\_\_\_\_  
REASON DELAYED: \_\_\_\_\_

**AUTHORIZATION TO UNLOAD** This is to certify that I have checked the documents pertaining to this shipment, verified the product and the quantity tendered for delivery. The connections are correct and the receiving tank will hold the product. The driver is authorized to unload.

**RECEIVER'S SIGNATURE** 

**DELIVERY DATA**  
ARRIVE: \_\_\_\_\_ START: \_\_\_\_\_ FINISH: \_\_\_\_\_ DEPART: \_\_\_\_\_ HOURS DELAYED: \_\_\_\_\_  
REASON DELAYED: \_\_\_\_\_

**DRIVER REMARKS**

**STRAIGHT BILL OF LADING - SHORT FORM**

NOTICE: Shippers of hazardous materials must enter 24-hour emergency response telephone number under "Emergency Response Phone Number."

Date 7-9-20 Truck # 3 Bill of Lading No. 310660  
 Shipper No. 3  
 Carrier No. 3

**Shipping Order**

LTB Transport

(Name of Carrier)

TO: Consignee <u>Acadiana Oil</u>		FROM: Shipper <u>Couville Deck</u>	
Street <u>1825 River Road</u>		Street <u>433 McAdams Rd</u>	
Destination <u>Berwick LA</u>	Zip Code <u>70842</u>	Origin <u>Venice, LA</u>	Zip Code <u>70091</u>
Route: <u>HWY90</u>	Vehicle No. <u>7641</u>	SCAC	Emergency Response Phone Number <u>1 338 255 3924</u>

No. Shipping Units	+HM	Kind of Packaging, Description of Articles Special Marks and Exceptions	Commodities requiring special or additional care or attention in handling or stowing must be so marked and packaged as to ensure safe transportation with ordinary care. See Section 2(e) of National Motor Freight Classification, Item 36D.	Weight (Subject to Correction)*	Rate or Class	CHARGES
<u>149.2</u>	<u>X</u>	<u>16A/1267</u>	<u>Petroleum Grade Oil, B, P, G, 11</u>	<u>78500</u>		
<u>DBL</u>				<u>165</u>		

* If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading state whether weight is "carrier's or shipper's weight".	REMIT C.O.D. TO: ADDRESS	C.O.D. Amt. \$	C.O.D. FEE: PREPAID <input type="checkbox"/> COLLECT <input type="checkbox"/> \$	TOTAL CHARGES: \$
Note-Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding \$ _____ per _____.	Subject to Section 7 of the conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement. The carrier sh <u>deliv</u> shipment without payment of freight and all other charges. <u>REDACTED</u>		FREIGHT CHARGES Check Appropriate Box: <input type="checkbox"/> Freight prepaid <input type="checkbox"/> Collect	
			(Signature of Consignor)	

RECEIVED, subject to the classifications and lawfully filed tariffs in effect on the date of the issue of this Bill of Lading, the property described above in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated above which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed as to each carrier of all or any of, said property over all or any portion of said route to destination and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classifications in effect on the date hereof, if this is a rail or a rail-water shipment or (2) in the applicable motor carrier classification or tariff, if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

Mark with "RG" if appropriate to designate Hazardous Materials as defined in the U.S. Department of Transportation Regulations governing the transportation of hazardous materials. The use of this column is an optional method for identifying hazardous materials on Bills of Lading per 172.201(a)(1)(iii) of Title 49 Code of Federal Regulations. Also when shipping hazardous materials, the shipper's certification statement prescribed in section 172.204(a) of the Federal Regulations, as indicated on the Bill of Lading does apply, unless a specific exception from the requirement is provided in the Regulation for a particular material.

The format and content of hazardous item list is the responsibility of individual company interpretation of requirements as described in 49 Code of Federal Regulations 172, Subpart C-Shipping Papers. Such description consists of the following per Sections 172.201 (Hazardous Material Table) and Sections 172.202 and 172.203: Proper shipping name, hazardous class, UN identification number, packing group, and subsidiary class(es).

Note: Liability limitation for loss or damage in this shipment may be applicable. See 49 United States Code, Sections 14706(c)(1)(A) and (B).

SHIPPER	CARRIER <u>LTB Transport</u>
PER <u>2</u>	PER <u>Robert Smith</u>
This is to certify that the above named materials are properly classified, packaged, marked, and labeled, and are in proper condition for transportation according to the applicable regulations of the U.S. Department of Transportation.	
Carrier acknowledges receipt of packages and any required placards. Carrier certifies emergency response information was made available and/or carrier has the U.S. Department of Transportation emergency response guidebook or equivalent documentation in the vehicle. Property described above is received in good order, except as noted.	

# L & B TRANSPORT, L.L.C.

702 Hwy 190 West, Port Allen, LA 70767  
 Phone (225) 387-0894 1-800-545-9401

NIGHTS AWAY:

DISPATCHER

WILLIAMS

ORDER NO.  
310659

CUSTOMER P.O.

ORDERED BY WILLIAMS

RELEASE NO.

LOAD DATE 07/09/20 TIME 08:40

LOADING DRIVER JARRD

TRUCK NO. UNKNOWN TRAILER NO. 600035

DELIVERY DATE 07/09/20 TIME 08:14

DELIVERY DRIVER

TRUCK NO. TRAILER NO.

**BILL TO:**  
 LEGACY INDUSTRIES, LLC  
 308 St George Ave  
 Jefferson, LA 70121

**CONSIGNEE:**  
 ACADIANA OIL  
 1825 River road  
 Berwick, LA 70342

**SHIPPER:**  
 COUVILLON DOCK  
 433 McDermott Road  
 Venice, LA 70091

TRAILER APPROVED & AUTHORIZED TO LOAD:

REDACTED

BASIC DESCRIPTION	QUANTITY GAL/WT
X 1 RQ UN1207 PETROLEUM CRUDE OIL 100% PORT EQUAL 0 3 PG 1 0	

DRIVER SPECIAL INSTRUCTIONS

TIME DEPARTED FROM TERMINAL: \_\_\_\_\_ TIME RETURNED TO TERMINAL: \_\_\_\_\_

ACCESSORIAL CHARGES	PUMP	BLOWER	EXTRA HOSE (FT)	EXTRA STOPS	WASH OUT	IN-TRANSIT HEAT	SCALES/TOLLS	LAYOVER
CHECK ALL THAT APPLY								
<b>LOADING</b>								
<b>DELIVERY</b>								

TRAILER RENTAL	WEIGHT DATA		
DELIVERY DATE: _____ TIME: _____	GROSS	TARE	NET
PICK UP DATE: _____ TIME: _____			

**LOADING DATA** ARRIVE: \_\_\_\_\_ START: \_\_\_\_\_ FINISH: \_\_\_\_\_ DEPART: \_\_\_\_\_ HOURS DELAYED: \_\_\_\_\_

REASON DELAYED: \_\_\_\_\_

**AUTHORIZATION TO UNLOAD** This is to certify that I have checked the documents pertaining to this shipment, verified the product and the quantity tendered for delivery. The connections are correct and the receiving tank will hold the product. The driver is authorized to unload.

**RECEIVER'S SIGNATURE**

**DELIVERY DATA** ARRIVE: \_\_\_\_\_ START: \_\_\_\_\_ FINISH: \_\_\_\_\_ DEPART: \_\_\_\_\_ HOURS DELAYED: \_\_\_\_\_

REASON DELAYED: \_\_\_\_\_

**DRIVER REMARKS**

**STRAIGHT BILL OF LADING - SHORT FORM**

NOTICE: Shippers of hazardous materials must enter 24-hour emergency response telephone number under "Emergency Response Phone Number."

Date 7-10-20 *Truck #4* Bill of Lading No. 310662

Shipper No. 1

**Shipping Order**

*L+B Transport*

Carrier No. 1

(Name of Carrier)

TO: Consignee <u>Acadhang Oil</u>		FROM: Shipper <u>Couville Dock</u>	
Street <u>1825 River Rd</u>		Street <u>433 Moderno # Rd</u>	
Destination <u>Berwick LA</u>	Zip Code <u>70142</u>	Origin <u>Venice, LA</u>	Zip Code <u>70091</u>
Route: <u>Hwy</u>	Vehicle No. <u>7628L</u>	SCAC	Emergency Response Phone Number <u>1882553924</u>

No. Shipping Units	+HM	Kind of Packaging, Description of Articles Special Marks and Exceptions	Commodities requiring special or additional care or attention in handling or stowing must be so marked and packaged as to ensure safe transportation with ordinary care. See Section 2(e) of National Motor Freight Classification, Item 360.	Weight (Subject to Correction)*	Rate or Class	CHARGES
<u>DOB</u> <u>1527</u>	<u>X</u>	<u>UN 1267 Petroleum Crude Oil, 3, Pail</u>		<u>79000</u>		
		<u>(150,766)</u>				

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading state whether weight is "carrier's or shipper's weight".	REMIT C.O.D. TO: ADDRESS	C.O.D. Amt. \$	C.O.D. FEE: PREPAID <input type="checkbox"/> COLLECT <input type="checkbox"/> \$	TOTAL CHARGES: \$
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Note—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding \$ \_\_\_\_\_ per \_\_\_\_\_.

Subject to Section 7 of the conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement. The carrier will not make delivery of this shipment without payment of freight and all other charges.

FREIGHT CHARGES  
Check Appropriate Box:  
 Freight prepaid  
 Collect

RECEIVED, subject to the classifications and lawfully filed tariffs in effect on the date of the issue of this Bill of Lading, the property described above in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated above which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed as to each carrier of all or any of, said property over all or any portion of said route to destination and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classifications in effect on the date hereof, if this is a rail or a rail-water shipment or (2) in the applicable motor carrier classification or tariff, if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

Mark with "RG" if appropriate to designate Hazardous Materials as defined in the U.S. Department of Transportation Regulations governing the transportation of hazardous materials. The use of this column is an optional method for identifying hazardous materials on Bills of Lading per 172.201(a)(1) (ii) of Title 49 Code of Federal Regulations. Also when shipping hazardous materials, the shipper's certification statement prescribed in section 172.204(a) of the Federal Regulations, as indicated on the Bill of Lading does apply, unless a specific exception from the requirement is provided in the Regulation for a particular material.

The format and content of hazardous item list is the responsibility of individual company interpretation of requirements as described in 49 Code of Federal Regulations 172, Subpart C Shipping Papers. Such description consists of the following per Sections 172.201 (Hazardous Material Table) and Sections 172.202 and 172.203. Proper shipping name, hazardous class, UN identification number, packing group, and subsidiary class(es).

Note: Liability limitation for loss or damage in this shipment may be applicable. See 49 United States Code, Sections 14706(c) (1)(A) and (B).

SHIPPER <u>REDACTED</u>	CARRIER
PER <u>Couville Group</u>	PER

This is to certify that the above named materials are properly classified, packaged, marked, and labeled, and are in proper condition for transportation according to the applicable regulations of the U.S. Department of Transportation.

Carrier acknowledges receipt of packages and any required placards. Carrier certifies emergency response information was made available and/or carrier has the U.S. Department of Transportation emergency response guidebook or equivalent documentation in the vehicle. Property described above is received in good order, except as noted.

# L & B TRANSPORT, L.L.C.

702 Hwy 190 West, Port Allen, LA 70767  
Phone (225) 387-0894 1-800-545-9401

NIGHTS AWAY:

DISPATCHER

WILLIAMB

ORDER NO.  
310662

CUSTOMER P.O.

ORDERED BY WILLIAMB

RELEASE NO.

LOAD DATE 07/10/20 TIME 05:40

LOADING DRIVER JARRD

TRUCK NO. UNKNOWN TRAILER NO. 800035

DELIVERY DATE 07/10/20 TIME 08:14

DELIVERY DRIVER

TRUCK NO. TRAILER NO.

**BILL TO:**  
LEGACY INDUSTRIES, LLC  
308 St George Ave  
Jefferson, LA 70121

**CONSIGNEE:**  
ACADIANA OIL  
1525 River road  
Berwick, LA 70342

**SHIPPER:**  
COUVILLION DOCK  
433 McDermott Road  
Venice, LA 70081

TRAILER APPROVED & AUTHORIZED TO LOAD

REDACTED

X	RQ UN1267 PETROLEUM CRUDE OIL	BASIC DESCRIPTION	EQUAL O	3	PGT	0	QUANTITY GAL/WT

DRIVER SPECIAL INSTRUCTIONS

TIME DEPARTED FROM TERMINAL:

TIME RETURNED TO TERMINAL:

ACCESSORIAL CHARGES	CHECK ALL THAT APPLY →	PUMP	BLOWER	EXTRA HOSE (FT)	EXTRA STOPS	WASH OUT	IN-TRANSIT HEAT	SCALES/TOLLS	LAYOVER
		LOADING							
DELIVERY									

TRAILER RENTAL	TRAILER NO.	DELIVERY DATE:	PICK UP DATE:	TIME:	TIME:	WEIGHT DATA		
						GROSS	TARE	NET

**LOADING DATA**  
ARRIVE: \_\_\_\_\_ START: \_\_\_\_\_ FINISH: \_\_\_\_\_ DEPART: \_\_\_\_\_ HOURS DELAYED: \_\_\_\_\_  
REASON DELAYED: \_\_\_\_\_

**AUTHORIZATION TO UNLOAD** This is to certify that I have checked the documents pertaining to this shipment, verified the product and the quantity tendered for delivery. The connections are correct and the receiving tank will hold the product. The driver is authorized to unload.

**RECEIVER'S SIGNATURE** X \_\_\_\_\_

**DELIVERY DATA**  
ARRIVE: \_\_\_\_\_ START: \_\_\_\_\_ FINISH: \_\_\_\_\_ DEPART: \_\_\_\_\_ HOURS DELAYED: \_\_\_\_\_  
REASON DELAYED: \_\_\_\_\_

**DRIVER REMARKS**

**STRAIGHT BILL OF LADING - SHORT FORM**

NOTICE: Shippers of hazardous materials must enter 24-hour emergency response telephone number under "Emergency Response Phone Number."

Date 7-10-20 Truck # 5 Bill of Lading No. 310663  
 Shipper No. 2  
 Carrier No. 2

**Shipping Order**

LTB Transport  
 (Name of Carrier)

TO: Consignee <u>Acadiana Oil</u>		FROM: Shipper <u>Couville-Dock</u>	
Street <u>1825 River Rd</u>		Street <u>433 Medernutt Rd</u>	
Destination <u>Berwick LA</u>		Origin <u>Venice, LA</u>	Zip Code <u>70091</u>
Route: <u>HWY 70</u>	Vehicle No. <u>2508</u>	SCAC	Emergency Response Phone Number: <u>8842553224</u>

No. Shipping Units	+HM	Kind of Packaging, Description of Articles Special Marks and Exceptions	Weight (Subject to Correction)*	Rate or Class	CHARGES
<u>137.1</u> <u>661</u>	<u>X</u>	<u>UN 1267 Petroleum Crude Oil, 3, Pg 11</u>	<u>7600 lbs</u>		

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading state whether weight is "carrier's or shipper's weight."	REMIT C.O.D. TO: ADDRESS	C.O.D. Amt. \$	C.O.D. FEE: PREPAID <input type="checkbox"/> COLLECT <input type="checkbox"/> \$	TOTAL CHARGES: \$
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Note-Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding \$ \_\_\_\_\_ per \_\_\_\_\_.

Subject to Section 7 of the conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement. The carrier shall not make delivery of this shipment without payment of freight and all other charges.

REDACTED

FREIGHT CHARGES  
 Check Appropriate Box:  
 Freight prepaid  
 Collect

RECEIVED, subject to the classifications and lawfully filed tariffs in effect on the date of the issue of this Bill of Lading, the property described above in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated above which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed as to each carrier of all or any of, said property over all or any portion of said route to destination and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classifications in effect on the date hereof, if this is a rail or a rail-water shipment or (2) in the applicable motor carrier classification or tariff, if this is a motor carrier shipment. Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

Mark with "RG" if appropriate to designate Hazardous Materials as defined in the U.S. Department of Transportation Regulations governing the transportation of hazardous materials. The use of this column is an optional method for identifying hazardous materials on Bills of Lading per 172.201(a)(1) (ii) of Title 49 Code of Federal Regulations. Also when shipping hazardous materials, the shipper's certification statement prescribed in section 172.204(a) of the Federal Regulations, as indicated on the Bill of Lading does apply, unless a specific exception from the requirement is provided in the Regulation for a particular material.

The format and content of hazardous item lists is the responsibility of individual company interpretation of requirements as described in 49 Code of Federal Regulations 172.203, Subpart C-Shipping Papers. Such description consists of the following per Sections 172.201 (Hazardous Material Table) and Sections 172.202 and 172.203: Proper shipping name, hazardous class, UN identification number, packing group, and subsidiary class(es).

Note: Liability limitation for loss or damage in this shipment may be applicable. See 49 United States Code, Sections 14706(c) (1)(A) and (B).

SHIPPER	CARRIER
PER	PER

**2** This is to certify that the above named materials are properly classified, packaged, marked, and labeled, and are in proper condition for transportation according to the applicable regulations of the U.S. Department of Transportation.

Carrier acknowledges receipt of packages and any required placards. Carrier certifies emergency response information was made available and/or carrier has the U.S. Department of Transportation emergency response guidebook or equivalent documentation in the vehicle. Property described above is received in good order, except as noted.

# L & B TRANSPORT, L.L.C.

702 Hwy 190 West, Port Allen, LA 70767  
Phone (225) 387-0894 1-800-545-9401

NIGHTS AWAY:
DISPATCHER WILLIAMS

ORDER NO. 310663
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CUSTOMER P.O.	ORDERED BY WILLIAMS	RELEASE NO.		
LOAD DATE 07/10/20	TIME 05:40	LOADING DRIVER 0000	TRUCK NO. 7508	TRAILER NO. 800125
DELIVERY DATE 07/10/20	TIME 08:14	DELIVERY DRIVER	TRUCK NO.	TRAILER NO.

<b>BILL TO:</b> LEGACY INDUSTRIES, LLC 308 St. George Ave. Jefferson, LA 70121	<b>CONSIGNEE:</b> ANA OIL 1825 River road Berwick, LA 70312
<b>SHIPPER:</b> COUVILLON DOCK 433 McDermott Road Venice, LA 70091	
TRAILER APPROVED & AUTHORIZED TO LOAD: Shipper Signature 	

BASIC DESCRIPTION	EQUAL O	3	PG	0	QUANTITY GAL/WT
X RQ UN1267 PETROLEUM CRUDE					

DRIVER SPECIAL INSTRUCTIONS

TIME DEPARTED FROM TERMINAL: \_\_\_\_\_ TIME RETURNED TO TERMINAL: \_\_\_\_\_

ACCESSORIAL CHARGES	PUMP	BLOWER	EXTRA HOSE (FT)	EXTRA STOPS	WASH OUT	IN-TRANSIT HEAT	SCALES/TOLLS	LAYOVER
CHECK ALL THAT APPLY 								
LOADING								
DELIVERY								

<b>TRAILER RENTAL</b>	DELIVERY DATE: _____ TIME: _____	<b>WEIGHT DATA</b>		
TRAILER NO. _____	PICK UP DATE: _____ TIME: _____	GROSS	TARE	NET

**LOADING DATA** ARRIVE: 7:30 START: 7:35 FINISH: 8:35 DEPART: 8:45 HOURS DELAYED: \_\_\_\_\_

REASON DELAYED: \_\_\_\_\_

**AUTHORIZATION TO UNLOAD** This is to certify that I have checked the documents pertaining to this shipment, verified the product and the quantity tendered for delivery. The connections are correct and the receiving tank will hold the product. The driver is authorized to unload.

**RECEIVER'S SIGNATURE** 

**DELIVERY DATA** ARRIVE: \_\_\_\_\_ START: \_\_\_\_\_ FINISH: \_\_\_\_\_ DEPART: \_\_\_\_\_ HOURS DELAYED: \_\_\_\_\_

REASON DELAYED: \_\_\_\_\_

**DRIVER REMARKS**



# L & B TRANSPORT, L.L.C.

NIGHTS AWAY: \_\_\_\_\_  
DISPATCHER: WILLIAMS

ORDER NO. 310661

702 Hwy 190 West, Port Allen, LA 70767  
Phone (225) 387-0894 1-800-545-9401

CUSTOMER P.O. \_\_\_\_\_ ORDERED BY WILLIAMS RELEASE NO. \_\_\_\_\_

LOAD DATE	07/10/20	TIME	05:40	LOADING DRIVER	AVEE	TRUCK NO.	7570	TRAILER NO.	800164
DELIVERY DATE	07/10/20	TIME	08:14	DELIVERY DRIVER		TRUCK NO.		TRAILER NO.	

<b>BILL TO:</b> LEGACY INDUSTRIES, LLC 308 St. George Ave  Jefferson, LA 70121	<b>CONSIGNEE:</b> ACADIANA OIL 1825 River road  Berwick, LA 70342
<b>SHIPPER:</b> COUVILLIGN DOCK 433 McDermott Road  Venice, LA 70091	

TRAILER APPROVED & AUTHORIZED TO LOAD: \_\_\_\_\_

BASIC DESCRIPTION	QUANTITY	GAL	WT
X1 RQ UN1267 PETROLEUM CRUDE OIL	EQUAL	0	3

DRIVER SPECIAL INSTRUCTIONS: \_\_\_\_\_

TIME DEPARTED FROM TERMINAL: \_\_\_\_\_ TIME RETURNED TO TERMINAL: \_\_\_\_\_

ACCESSORIAL CHARGES	PUMP	BLOWER	EXTRA HOSE (FT)	EXTRA STOPS	WASH OUT	IN-TRANSIT HEAT	SCALES/TOLLS	LAYOVER
CHECK ALL THAT APPLY								
LOADING								
DELIVERY								

<b>TRAILER RENTAL</b>	DELIVERY DATE: _____ TIME: _____	<b>WEIGHT DATA</b>		
TRAILER NO.: _____	PICK UP DATE: _____ TIME: _____	GROSS	TARE	NET

**LOADING DATA** ARRIVE: \_\_\_\_\_ START: \_\_\_\_\_ FINISH: \_\_\_\_\_ DEPART: \_\_\_\_\_ HOURS DELAYED: \_\_\_\_\_

REASON DELAYED: \_\_\_\_\_

**AUTHORIZATION TO UNLOAD** This is to certify that I have checked the documents pertaining to this shipment, verified the product and the quantity tendered for delivery. The connections are correct and the receiving tank will hold the product. The driver is authorized to unload.

**RECEIVER'S SIGNATURE**

**DELIVERY DATA** ARRIVE: \_\_\_\_\_ START: \_\_\_\_\_ FINISH: \_\_\_\_\_ DEPART: \_\_\_\_\_ HOURS DELAYED: \_\_\_\_\_

REASON DELAYED: \_\_\_\_\_

**DRIVER REMARKS** \_\_\_\_\_

ACADIANA OIL & ENVIRONMENTAL CORPORATION

1206 Lemaire St. • New Iberia, LA 70560  
337-560-5573

TRANSPORT MANIFEST

Lease Run Ticket

22249

EMERGENCY RESPONSE CONTACT:

E S & H

985-851-5055

Date 7-9-20

Operator Couvillion Lease No. 

C	G								
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Lease Name Venice la.

Field Truck # 1

G A U G E	OIL LEVEL				BS&W LEVEL			TANK TEMP	
	FEET		INCHES		FT.	INCHES			
1st									
2nd									

TANK NO.	SIZE
<u>62009</u>	<u>10,000</u>

EST. GROSS GALLONS @ °F

OLD					
NEW					

OBSERVED GRAVITY 27 @ 92 °F

PERCENT BS & W 8.102 % TEMPERATURE OF OIL IN TANK °F

LOG NUMBER		OFFICE USE ONLY
	Ticket #310659	GRAVITY CORR. TO 60 °F
TIME ARRIVED AM PM		1st
TIME DEPARTED AM PM		2nd

DELIVERY STATION Berwick la.

GROSS BARRELS 149.92

X FACTOR 0.9789

TEMP. FACTOR <u>0.9868</u>	X	BS & W FACTOR <u>0.9920</u>	=	X FACTOR <u>0.9789</u>
				NET BBLs. PER RUN TIC. <u>146.76</u>

GROSS	O P E N  C L O S E	DRIVER <u>REDACTED</u>
TARE		
NET		OPERATOR'S WITNESS

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLs
UN 1267	PETROLEUM CRUDE OIL	3	111	<u>146.76</u>
		<u>BS</u>		<u>1.20</u>
		<u>Temp</u>		<u>1.96</u>

"THIS IS TO CERTIFY THAT THE ABOVE NAMED MATERIALS ARE PROPERLY CLASSIFIED, DESCRIBED, PACKAGED, MARKED, AND LABELED AND ARE IN PROPER CONDITION FOR TRANSPORTATION, ACCORDING TO THE APPLICABLE REGULATIONS OF THE DEPARTMENT OF TRANSPORTATION".

Shipper: REDACTED Date: \_\_\_\_\_

EMERGENCY RESPONSE CONTACT:

ES & H  
985-851-5055

Date 7-9-2020

Operator Couvillion Lease No. 

C	G						
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Lease Name Venice la.

Field Truck #2

G A U G E	OIL LEVEL				BS&W LEVEL		TANK TEMP	
	FEET		INCHES		FT.	INCHES		
1st								
2nd								

TANK NO.				SIZE	EST. GROSS GALLONS @ °F
<u>62009</u>				<u>10,000</u>	
SERIAL NUMBERS					

OLD					OBSERVED GRAVITY <u>27 @ 92</u> °F
NEW					PERCENT BS & W <u>8110%</u> TEMPERATURE OF OIL IN TANK °F

LOG NUMBER	Ticket #301658	OFFICE USE ONLY	
TIME ARRIVED AM PM		GRAVITY CORR. TO 60 °F	
TIME DEPARTED AM PM		1st	
DELIVERY STATION		2nd	
		GROSS BARRELS	<u>145.52</u>
		X FACTOR	<u>.9789</u>
		NET BBLs PER RUN TIC	<u>142.45</u>

TEMP. FACTOR	X	BS & W FACTOR	=	X FACTOR
<u>-9868</u>		<u>-9920</u>		<u>-9789</u>

GROSS	OPEN	DRIVER <u>C</u>
TARE		REDACTED
NET		REDACTED
OPERATOR'S WITNESS		

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLs
UN 1267	PETROLEUM CRUDE OIL	3	111	<u>142.45</u>
		BS		<u>1.16</u>
		Temp		<u>1.91</u>

"THIS IS TO CERTIFY THAT THE ABOVE NAMED MATERIALS ARE PROPERLY CLASSIFIED, DESCRIBED, PACKAGED, MARKED, AND LABELED AND ARE IN PROPER CONDITION FOR TRANSPORTATION, ACCORDING TO THE APPLICABLE REGULATIONS OF THE DEPARTMENT OF TRANSPORTATION".

Shipper: REDACTED Date: \_\_\_\_\_

ACADIANA OIL & ENVIRONMENTAL CORPORATION

1206 Lemaire St. • New Iberia, LA 70560  
337-560-5573

TRANSPORT MANIFEST

Lease Run Ticket

22254

EMERGENCY RESPONSE CONTACT:

E S & H  
985-851-5055

Date 7-9-20

Operator Covillion Lease No. 

C	G								
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Lease Name Venice La.

Field Truck #3

G A U G E	OIL LEVEL	
	FEET	INCHES
1st		
2nd		

BS&W LEVEL		TANK TEMP	
FT.	INCHES		

TANK NO.	SIZE
<u>62009</u>	<u>10,000</u>

EST. GROSS GALLONS @ °F

SERIAL NUMBERS			
OLD			
NEW			

OBSERVED GRAVITY 27 @ 92 °F  
PERCENT BS & W 81% TEMPERATURE OF OIL IN TANK °F

LOG NUMBER  
TIME ARRIVED AM PM  
TIME DEPARTED AM PM

Ticket #310660

OFFICE USE ONLY	
GRAVITY CORR. TO 60 °F	
1st	
2nd	

DELIVERY STATION Berwick La.

GROSS BARRELS	<u>149.93</u>
X FACTOR	<u>0.9789</u>
NET BBLs PER RUN TIC.	<u>146.77</u>

TEMP. FACTOR	X	BS & W FACTOR	=	X FACTOR
<u>0.9868</u>		<u>0.9920</u>		<u>0.9789</u>

GROSS	O P E N	REDACTED
TARE		
NET	C L O S E	OPERATOR'S WITNESS

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLs
UN 1267	PETROLEUM CRUDE OIL	3	111	<u>146.77</u>
		BS		<u>1.2</u>
		Temp		<u>1.96</u>

"THIS IS TO CERTIFY THAT THE ABOVE NAMED MATERIALS ARE PROPERLY CLASSIFIED, DESCRIBED, PACKAGED, MARKED, AND LABELED AND ARE IN PROPER CONDITION FOR TRANSPORTATION, ACCORDING TO THE APPLICABLE REGULATIONS OF THE DEPARTMENT OF TRANSPORTATION".

Shipper: REDACTED Date: \_\_\_\_\_

ACADIANA OIL & ENVIRONMENTAL CORPORATION

1206 Lemaire St. • New Iberia, LA 70560  
337-560-5573

TRANSPORT MANIFEST

Lease Run Ticket

22255

EMERGENCY RESPONSE CONTACT:

E S & H  
985-851-5055

Date 7-10-20 20 20

Operator Couvilleion Lease No. 

C	G						
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Lease Name Venice La.

Field Truck #4

GAUGE	OIL LEVEL			
	FEET		INCHES	
1st				
2nd				

BS&W LEVEL		TANK TEMP	
FT.	INCHES		

TANK NO.	SIZE
<u>62009</u>	<u>10,000</u>

EST. GROSS GALLONS @ °F

OLD	NEW				

OBSERVED GRAVITY 28 @ 84 °F  
PERCENT BS & W 1% TEMPERATURE OF OIL IN TANK °F

LOG NUMBER  
TIME ARRIVED AM PM  
TIME DEPARTED AM PM

Ticket #310662

OFFICE USE ONLY	
GRAVITY CORR. TO 60 °F	
1st	
2nd	
GROSS BARRELS	<u>149.6</u>
X FACTOR	<u>-9801</u>
NET BBL. PER RUN TIC.	<u>146.62</u>

DELIVERY STATION Berwick La.

TEMP. FACTOR	x	BS & W FACTOR	=	X FACTOR
<u>-9900</u>		<u>-9900</u>		<u>-9801</u>

GROSS	OPERATOR'S WITNESS
TARE	
NET	

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLs
UN 1267	PETROLEUM CRUDE OIL	3	111	<u>146.62</u>
		<u>BS</u>		<u>1.5</u>
		<u>Temp</u>		<u>1.5</u>

"THIS IS TO CERTIFY THAT THE ABOVE NAMED MATERIALS ARE PROPERLY CLASSIFIED, DESCRIBED, PACKAGED, MARKED, AND LABELED AND ARE IN PROPER CONDITION FOR TRANSPORTATION, ACCORDING TO THE APPLICABLE REGULATIONS OF THE DEPARTMENT OF TRANSPORTATION".

Shipper: [REDACTED] Date: \_\_\_\_\_

EMERGENCY RESPONSE CONTACT:

E S & H

985-851-5055

Date 7-10-2020

Operator Couvillion Lease No. 

C	G						
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Lease Name Venice La.

Field Truck #5

GAUGE	OIL LEVEL			
	FEET		INCHES	
1st				
2nd				

BS&W LEVEL		TANK TEMP	
FT.	INCHES		

TANK NO.	SIZE
<u>62009</u>	<u>10,000</u>

EST. GROSS GALLONS @ °F

SERIAL NUMBERS			
OLD			
NEW			

OBSERVED GRAVITY 28 @ 90 °F  
PERCENT BS & W -8.10% TEMPERATURE OF OIL IN TANK °F

LOG NUMBER  
TIME ARRIVED AM PM  
TIME DEPARTED AM PM

Ticket #310663

OFFICE USE ONLY  
GRAVITY CORR. TO 60 °F  
1st  
2nd

DELIVERY STATION Berwick La.

GROSS BARRELS 138  
X FACTOR .9796  
NET BBLs PER RUN TIC. 135.18

TEMP. FACTOR .9875 X BS & W FACTOR .9920 = X FACTOR .9796

GROSS	OPEN	[REDACTED]
TARE		
NET	CLOSE	OPERATOR'S WITNESS

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLs
UN 1267	PETROLEUM CRUDE OIL	3	111	135.18
		BS		1.11
		Temp		1.71

"THIS IS TO CERTIFY THAT THE ABOVE NAMED MATERIALS ARE PROPERLY CLASSIFIED, DESCRIBED, PACKAGED, MARKED, AND LABELED AND ARE IN PROPER CONDITION FOR TRANSPORTATION, ACCORDING TO THE APPLICABLE REGULATIONS OF THE DEPARTMENT OF TRANSPORTATION".

Shipper: [REDACTED] Date: \_\_\_\_\_

EMERGENCY RESPONSE CONTACT:

E S & H  
985-851-5055

Date 7-10- 2020

Operator Covillion Lease No. 

C	G								
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Lease Name Venice La.

Field Truck #6

GAUGE	OIL LEVEL			
	FEET		INCHES	
1st				
2nd				

BS&W LEVEL		TANK TEMP	
FT.	INCHES		

TANK NO.				SIZE
6	2	0	0	9
				10,000

EST. GROSS GALLONS @ °F

ID	SERIAL NUMBERS			
	OLD	NEW		

OBSERVED GRAVITY 28 @ 92 °F  
PERCENT BS & W 8/10% TEMPERATURE OF OIL IN TANK °F

LOG NUMBER	
TIME ARRIVED	AM PM
TIME DEPARTED	AM PM

Ticket #310661

OFFICE USE ONLY	
GRAVITY CORR. TO 60 °F	
1st	
2nd	<del>119</del>
GROSS BARRELS	119
X FACTOR	9788
NET BBLS. PER RUN TIC.	116.48

DELIVERY STATION Berwick La.

TEMP. FACTOR	X	BS & W FACTOR	=	X FACTOR
9867		9920		9788

GROSS	OPEN	REDACTED
TARE		
NET		
OPERATOR'S WITNESS		

I.D. NUMBER	PROPER SHIPPING NAME	HAZARD CLASS	PG	TOTAL BBLS
UN 1267	PETROLEUM CRUDE OIL	3	111	116.48
		BS		95
		Temp		1.57

"THIS IS TO CERTIFY THAT THE ABOVE NAMED MATERIALS ARE PROPERLY CLASSIFIED, DESCRIBED, PACKAGED, MARKED, AND LABELED AND ARE IN PROPER CONDITION FOR TRANSPORTATION, ACCORDING TO THE APPLICABLE REGULATIONS OF THE DEPARTMENT OF TRANSPORTATION".

Shipper: REDACTED Date: \_\_\_\_\_